RAILROAD

APRIL 1976

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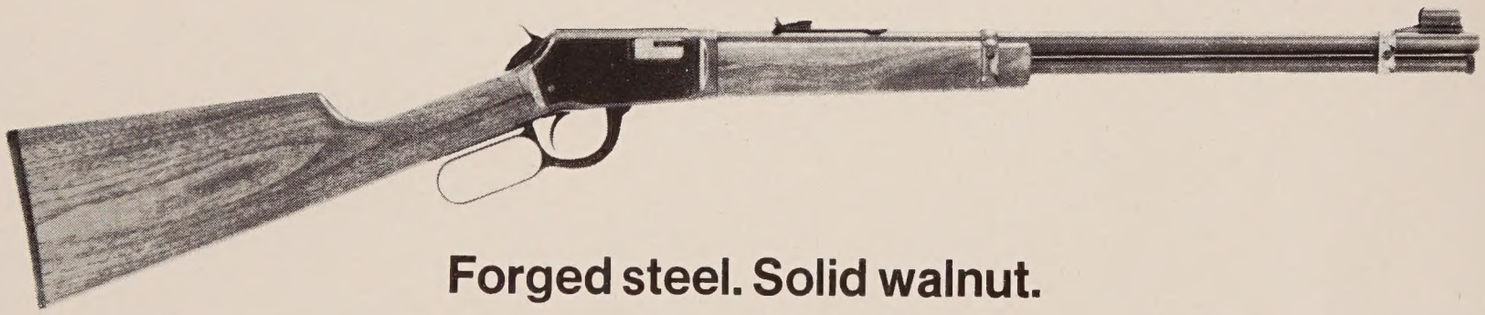

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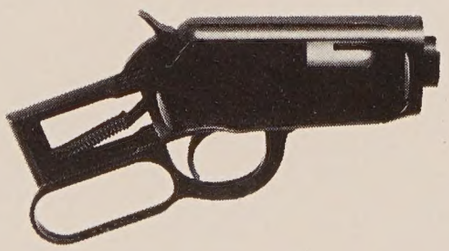

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RAILROAD MAGAZINE

Vol. 99, No. 6 April 1976

Adventurous Railroading and Rail Hobbies—Founded 1906

ONE DOLLAR

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Derailment in the snow on narrow-gage Cumbres & Toltec Scenic high in the mountains of New Mexico at Windy Point on May 12, 1973.

Photograph by Jerry B. Day

This classic shot of an unidentified young mother and child was made near Ashburton on the last day in 1975 aboard *The Southerner,* the finest luxury train of New Zealand Government Railways on South Island. Among other attractions, the train has a twenty-seat buffet car (note how cozy seats look!) a cook and a hostess.

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

THE MAIL CAR

where editors and readers meet

OUR CLASSIC cover painting of a Pennsy train on Horseshoe Curve near Altoona, Pa., came from Donald E. Antes, Jr., president of Hall of Steam, 1407 N. Atherton St., State College, Pa. 16801. Readers interested in this subject can get a good illustrated book entitled *Horseshoe Curve,* by Harry P. Albrecht, from our book service for $4.65 postpaid, or $5.05 if sent to Canada).

Donald, age 33, made the painting of the K4 (24 x 33''), now on sale, with other oil paintings and railroadiana, at Altoona in Horseshoe Curve Gift Shop.

The Personality Parade

MELVILLE D. OST, your February *Interesting Railfan,* I have known since the Railroad Enthusiasts, N.Y. Div., bought its Pullman car *Eugene Field* in 1971. I have worked with him and other RRE members in restoring that car. Don't tell anybody, but Mel has a habit of falling asleep in unusual places. One time, for example, when he was in Philadelphia helping George Pins with some railroad cars, George sent him down under one of them to make a repair. It was a hot, humid day with a blazing sun. Shortly afterward, looking for Mel, George found him in a cool, shady spot under the car, sound asleep!—Rudy Morgenfruh, 197 Melville Rd., Huntington Station, N.Y. 11746.

HARWELL E. WEST, editor of *Brass Pounders' Gossip* magazine, P.O. Box 152, Orland Park, Ill. 60462, was our *Interesting Railfan* No. 156 (Dec. '75). He reprinted our personality sketch of him in full and distributed it to readers of *Brass Pounders' Gossip.* He also has published a revised edition of his popular, 80-page, spirally-bound book, *The Phillips Code,* Bicentennial edition, which is an excellent vocabulary of short-hand used in telegraphy and sells at $5.50 postpaid.

JOSEPH CENTIFANTI, a Philadelphia lawyer, age 30, will get a mental competency test at Norristown, Pa., to determine whether or not he should stand trial on charges of shooting but not killing his estranged wife, age 28, aboard a Penn Central local train to Media last August.

R.O. WEHRHEIM, retired after spending more than 50 years in engine service on the Terminal Railroad of St. Louis, was given a party a few weeks ago at his home in St. Louis to celebrate his 100th birthday.

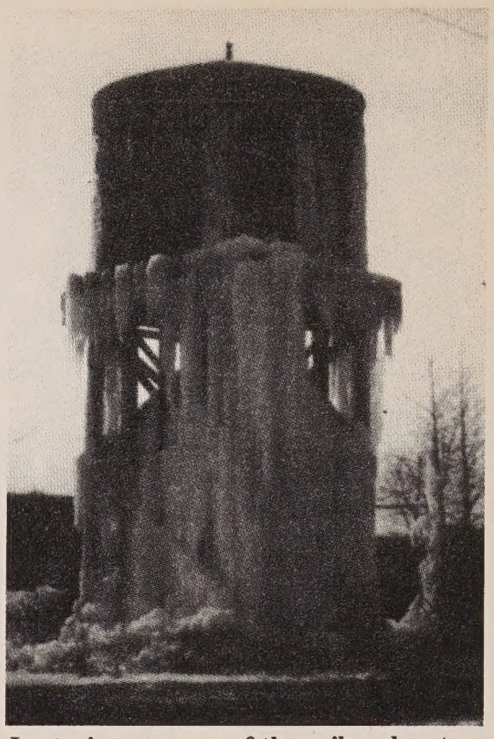
CONVICTED of stealing 50 railroad ties from Penn Central yard in Harrisburg, Pa., using a city dump truck to haul them to his own home, Carl Poffenberger, former Harrisburg director of public works, is awaiting sentence, which could be up to six years in prison plus a heavy fine.

THERE WILL always be hoboes, but it's getting tougher," says "Big Arky" (Frank B. Morris), one of the few remaining true hoboes. He spent last winter with a friend and two dogs in Apple Yard, a railroad staging area in Wenatchee, Wash. That place used to be a hobo jungle crowded with bums, but now is almost deserted. According to Arky, many of the "brothers" are living on Social Security in California. He recalls: "Dad died when I was two, and Mom seven years later; so I was sent to an orphanage. At age eleven I said, 'Take me to the railyard,' and I've been riding the rails ever since."

D.M. CHRISTISEN, whose late father was a member of the Brotherhood of Locomotive Engineers, is seeking timebooks from steam engine service workers for his collection, to be housed in Missouri State Historical Library. His address is Box 122, Columbia, Mo. 65201.

AN ILLUSTRATED book on Grand Central Terminal is being prepared by U.S.N. Comdr. William D. Middleton, one of our *Interesting Railfans,* for publication this year.

HOWARD FOGG, one of our *Interesting Railfans,* has painted two pictures of Santa Fe freight trains in colorful backgrounds that are used on a new double-deck of bridge playing cards, packed in a plastic case. Both decks are obtainable for $2.95 from Santa Fe Ry., Adv. Directions, Inc., 224 S. Michigan Ave., Chicago, Ill. 60604. (Illinois residents add 5% sales tax.)



Last winter, many of the railroad water tanks still in use were ice-covered like this one in Morrisville, Pa., at freight yard and enginehouse on PC mainline.

Bernie Siffel, 9200 State Rd., Phila., Pa. 19114

WILLIAM J. CRUISE, who was chief engineer on the rehabilitation of the railway between Jordan and Saudi Arabia in 1965, has been appointed acting chief engineer on the Rock Island Lines.

WATCHING with horrow, brakeman James Lemmerer saw his brother Joe, a conductor on the same Penn Central crew, crushed to death last winter in a switching operation at Pottsville, Pa., their home city. Their 13-car local freight was moving from the Buffalo-Harrisburg line tracks onto a siding. James yelled to his brother, "There seems to be a car off the tracks!" Just then Joe, riding the side ladder of the last moving car, was thrust against one of the six cars left standing on the mainline. Ice on the little-used switch had caused the derailment.

I AM AN ENGINEER on the Burlington Northern (formerly on the Northern Pacific) and have been reading *Railroad Magazine* since 1930, I work out of Auburn on both the Cascade and Tacoma regions of the Pacific Division. Often I go to Van-

couver, B.C. or Portland, Ore., 192 miles by rail from Seattle, and sometimes to Yakima on the former NP or to Wenatchee, Wash., over the former Great Northern. Both runs are over the Cascade Mountains via either the Stampede Pass or Stevens Pass, the latter including the 8-mile Cascade Tunnel.

Previously I put in a short time on the Southern Pacific or old Texas & New Orleans, in addition to a year of logging service for Kirby Lumber Co. in eastern Texas. After leaving the South, I had 4½ years of engine service on the Baltimore & Ohio out of Baltimore, Md., Washington, D.C., and Brunswick, Md., often on passenger runs. Out of Brunswick I worked helpers up the Mt. Airy line, or "old main" up the Metropolitan line to D.C., sometimes elsewhere—James G. Grant, 1511 "N" Street, N.E., Auburn, Wash. 98002.

CARL NEWMAN has a loco plate that had been buried for 60 years (Jan. issue). I have one that was buried over 80 years! Mine came from a steam loco owned by the New London & Northern, which the Central Vermont took over in 1899. I learned from an oldtimer that in the mid-80's a head-on collision occurred at the spot where I found the plate. I was walking the track, looking for date nails, when I spotted one corner of the plate sticking out of a fill. Quickly pulling it up, I found it to be in good condition but partly eaten by rust.—Tracy H. Smith, 42 Norman St., Waterford, Conn. 06385.

Echoes of Steam Days

BILL CHURCH'S story, "Charley Boone and the 5508" (Feb. issue) evokes fond memories. For about 40 years my father, R.L. Mills, was lead mechanic at the Missouri Pacific's roundhouse machine shop in North Little Rock and my brother Raymond is still a machinist there. I served two years myself on a machinist apprentice job there in 1948-'50. At that time steam was still king, but diesels had begun to take over. Steamers in the 5500, 5300, 6600, 6400 classes, plus a few 2100's and 2200's, were wheeling passengers on the Arkansas Division.

Bill's story recalls one I heard on a tape made last year by the late engineer C.C. Yarborough, who handled the *Inter-American's* first run from Little Rock to Texarkana on March 13, 1974. His tape covers a run he made in the 1940s with engine 21. He was an hour late pulling into Little Rock with three sleepers which were to have been switched there onto trains numbered 1, 21, and second 21 for points in Texas. But all three *Sunshines* had already left Little Rock; so a special, or extra, of the three cars was operated from Little Rock to Texarkana.

Yarborough was given one of the little 6400s, not the rebuilt oilburners, with a 10,000-gallon water tank, and was told to catch the *Sunshines* before they left Texarkana. Normally, he would have stopped at Gurdon for coal and water, but on this exciting night, due to the light load, he figured he could go straight on through to Texarkana, which he did. He made the 143-mile run in exactly two hours at 71.5 mph average.

Such speeds almost make you sick when you think of the present Amtrak schedules of Nos. 21 and 22. Holding these trains to 60 mph is really something. I've often gone from Little Rock to Poplar Bluff in two hours, 25 minutes, on the *Eagles,* and two hours, 20 minutes, from Texarkana to Little Rock on No. 8, with steam power making five stops en route.—John A. Mills, 2825 Burnett Rd., Topeka, Kan. 66614.

WHO can help us trace Leslie rotary snowplows? Of the few still extant, one is on a narrow-gage line in New Mexico. Those on the Long Island RR. in the 1890s don't appear in the listing in Gerald Best's book *Snowplow.*—Bob Halder, Rogers-Cooke Locomotive Works (precision scale working live-steamers), 271 Parsippany Rd., Parsippany, N.J. 07054.

BACK in what we oldtime "rails" like to call the romantic days of railroading, we got a thrill out of watching a Mallet lean against a 100-car train and stretch it into motion. The stubborn train had two options at the time—go along with the idea, or give up a drawbar. Big Mallets of that era flatten out mountain grades like you iron a shirt.

In 1938, the Western Pacific had two sizes of Mallets. The 400 series, the light and fast one, ran between Elko and Wendover. The 200 series, which we called "Big John," weighed a million pounds and pounded steel between Oroville and Portola.

Becky Kovich, of Portola, daughter of locomotive engineer "Highball" Johnson, has a wealth of intriguing stories about her dad and his love for steam engines. Becky was born near the tracks at Portola, Calif., and has lived there all her life. She is a lovely extension of her dad, with railroading in her veins. Her dad was not only a master of the throttle but in his hands, that a steam whistle became a Stradivarius. On approaching the yard at Portola, "Highball" often made the whistle croon a love message to his wife that he was coming in on time.

Never again will we hear the husky Mallets fussing and blasting canyon walls with reverberating thunder. Today, the personable old steamer stares out through the windows of time from its rust in some museum. Just another

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vessel of antiquity, laden with precious memories of the past.—R.M. Lowe, Rte. 1, Snyder, Okla., in *WP Mileposts.*

A Column About Women

AGATHA CHRISTIE, author of *Murder on the Orient Express,* and 84 other novels and 19 plays, died January 12th at age 85 in her village home 55 west of London, England. Her works have been translated into 103 languages. Thirteen Christie books, including *Murder on the Orient Express,* were made into movies. She was a tall, energetic woman with shrewd gray eyes. For several years she wrote an average of two detective-story books a year.

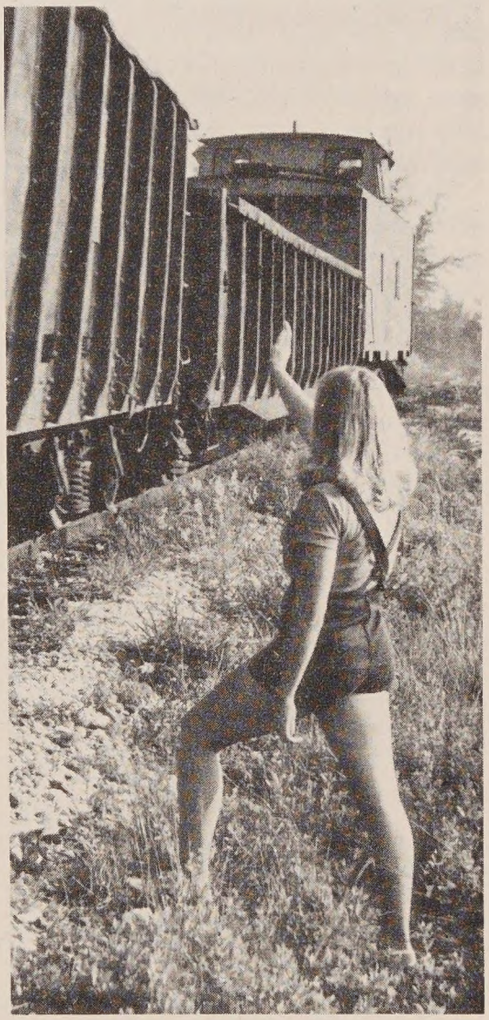
LATE ONE NIGHT about 25 years ago a young lady staggered out of a bar in midtown Manhattan, walked into the Central Park Zoo, and stood near the outside cage of a full-grown polar bear. She not only taunted the beast but burned his sensitive black nose with a lighted cigarette. The enraged animal reached out a huge paw, drew her closer to the bars of his cage, and ripped off one of her arms. The screaming girl was given first aid and rushed to a hospital. We don't know what happened to her after that. The bear was sold to the Salt Lake City Zoo. The true story of his trip to Utah is told in "Polar Bear in a Baggage Car" on page 44.

"DOLLY VARDEN" was the nickname given to a short train on the old New York Central & Hudson River Railroad that carried, among other things, a large jar full of fresh spring water from the Upstate New York home of Commodore Vanderbilt each working day to his office in Manhattan. We have been trying to find out about the woman for whom that train was named. One version of the answer is supplied by H.L. Danielson, 332 Forest Ave., Jamestown, N.Y., based on lore from Martin Arend.

According to this source, Dolly Varden was a circus gal, an aerialist and equestrienne noted for her glamour. After retiring from the big top she occupied a house at Warren, N.Y., facing the tracks of the 80-mile Dunkirk, Allegheny Valley & Pittsburgh (now Penn Central). Because trains stopped in front of her home to pick up and discharge passengers, the legend got around that the DAV&P was Dolly's private railroad, which informally acquired her name.

The former "goddess of the tanbark," as she was called, made and sold Dolly Varden's Candies, laces, needlework, etc., and was widely respected for her generosity to the unfortunate. Upon her death she left a trunkful of costume jewelry, reputedly valued at $100,000 but almost worthless.

PLEASE ask Robert F. Yahnke to submit more frequent rail-photos of his wife, Yvonne. His technique is fine and his model beautiful.—Raymond A. Piltz, P.O. Box 538, McCloud, Calif. 96067.



Ever since the Stockton & Darlington's first run over 150 years ago people have liked to wave at trains. We see Marilyn Wood greet rear-end crew of a Seaboard Coast Line freight in her home town, Fort Myers, Fla., on a sunny day last May.

Photograph by William T. Morgan

SEVERAL hundred women, said to be wives of striking employes of the Louisiana & Arkansas, captured some of the crew of *The Shreveporter,* northbound train, when it stopped at a water tank at Minden La., on the night of Oct. 19, 1936.

Surrounding the train as the hogger, Mark Willis, stopped a short distance from the station for water, the females swarmed into the cars and engine, capturing Willis and a Negro brakeman. Other crew men fled into the nearby woods.

W.F. Salisbury, chief engineer of the railroad, was at the station when the women stormed in with Willis as a prisoner. Salisbury remonstrated, whereupon they tore his clothing off and allowed him to go free. They beat up Willis and compelled him to send a telegram to C.P. Cough, president of the railroad, asserting that he resigned forthwith.

The crew, forced to free, left the train where it stood. Marshall T.T. Tobin got the shop foreman to go with him to the train. They shut off the steam in order to keep the engine from blowing up and then moved her into the roundhouse.—Clifton Hull, 203 16th Street E., North Little Rock, Ark. 72114.

DICK MURDOCK'S article, "Jackie Is Number Two," made your January issue great. Let's have more features on railroadin' gals,—Edward H. Nervo, 1439 39th Ave., San Francisco, Calif. 94122.

Our Monthly Newscast

LAST WINTER, when the Penn Central's bridge over the Mystic River at Mystic, Conn., was frozen open it was bad news for passengers but not for boatmen. Then it was frozen shut, to the annoyance of navigators and the joy of train riders. At length the mechanism was fixed, and everybody was happy more or less.

WINDS gusting to 80 mph in January blew 32 Union Pacific freight cars from two different trains off the track in separate incidents on Sherman Hill between Cheyenne and Laramie, Wyoming. Three tracks go over that hill, but only one was blocked by the derailment.

THE 75-MILE Providence & Worcester has socked Penn Central with a $40 million damage suit for issuing a "misleading" press release to describe P&W's refusal to pay for PC transportation service. The P&W said the use of the word "plunder" in a legitimate controversy over business deals damaged its credit and credibility.

SO GREAT is the demand for steel rail that CF&I Steel Corp. plans to modernize and expand its existing rail-mill facilities in Pueblo, Colo. This would cost about $60 million over the next three years.

YOU MAY recall reading about a doctor whose ankle was caught by the closing doors of a Long Island RR. train being dragged 175 feet along the track and electrocuted on December 1, 1974 at Huntington station. Since then, several passengers have been injured in similar accidents. After an investigation, the National Transportation Board declared the doors unsafe. Finally, early this year, the Metropolitan Transportation Authority announced a safety program to prevent such cases.

The Authority plans to spend about $750,000 to modify side doors of the 766 cars of the railroad's Metropolitan fleet. Safety measures will include stiffening rubber door edges, reducing the force with which doors are closed, and a push-back feature in one panel in each car's four sets of double doors.

"The stiffened rubber edge will make it possible for the door-closing mechanism to detect an object as small as a finger caught between doors," a spokesman said. "When this happens, the indication-light system will not signal to the engineer and train crew that doors are closed, and the train will not start.

THE ICC has available microfilm of Railroad Quarterly *Freight Loss and Damage Claims* for the first quarter of 1973. This is the initial publication of theft-related claims statistics reported by Class I railroads, which paid almost 450 thousand claims for $80 million during the quarter. Over $3 million paid were losses due to theft-related causes. Tires and tubes, auto parts and accessories, TV's and radios, cigarettes, and alcoholic beverages are high loss items.

DID YOU KNOW you could lease new railroad ties? That's right. Crocker McAlister Equipment Leasing Co. of San Mateo, Calif., has just leased some 400,000 ties, valued at about $4 million, and each weighing 300 pounds, to a Midwestern railroad serving seven states. The unidentified carrier is given an option to renew the lease or buy the ties.

SOUTHERN RAILWAY is taking delivery at the rate of 16 per day of a 1200-boxcar order valued at $35 million from the Bessemer, Ala., plant of Pullman-Standard. Says W. Graham Claytor, Jr., Southern's president: "This order shows our confidence in continued improvement in the national economy and also our desire to stimulated the economy in the area we serve by buying from suppliers in that area." *(Ed. note:* Claytor is one of our *Interesting Railfans.)*

THE FIRST rebuilt freight car—a 100-ton jumbo covered hopper for carrying rice and grain—turned out by 33 employees at the recently reopened car repair shops of the Rock Island Lines at Little Rock, Ark., rolled off the line while Clarence Tilton, newly appointed general foreman, and his shop crew watched proudly as it went into service. This rebuilding program involves at the outset 200 hoppers urgently needed by shippers. Thirty-two cars a month are being rebuilt.

UNION PACIFIC has committed more than $1.7 million to further improve its waste-water clean-up operations this year. David Catalan, director of the railroad's environmental engineering and energy conservation, says the money has been earmarked for expansion of the drainage collection systems, retention dikes, skimmers, and holding tanks at fuel-handling terminals in nearly every state in which UP operates.

Expansion of these systems will help UP collect and hold spilled products before they become mixed with large amounts of drainage water and find their way to the company's waste-water treatment plants. In addition, UP has joined three other railroads in a cooperative fast-response network to handle major spills of oil and other possible contaminants.

A BANKRUPTCY petition has been filed by the N.Y., Susquehanna & Western, which carries freight service to several northern New Jersey communities. A Federal judge issued an order permitting the line to continue operations, with a temporary stay of action by creditors. This road is not included in ComPail.

A PENN CENTRAL freight train derailed, not once but twice, during a 94-mile trip between Erie and Fredonia, Pa., one day in January. The first derailment was near Erie, the second outside Fredonia. No injuries were reported.

NORFOLK & WESTERN will build 750 gondola cars in its Roanoke shops later this year, thus increasing production rates on 100-ton hopper cars currently being built at Roanoke. These shops are now turning out seven hoppers daily. An April 15th production will go up to eight daily, and in early July nine gondolas daily. When the gon run is completed in November, the shops will revert to building hoppers.

AFTER many weeks of labor in mid-1975 Jersey Central shopmen at Elizabethport completed a virtual rebuilding of service crane No. 6, a 150-ton behemoth capable of rerailing or setting aside the heaviest of equipment involved in occasional derailments.

CNJ boilermakers, pipefitters, machinists, and painters performed the heavy repairs, rebuilding the frame (a big welding job), installing new roller-bearing trucks, renewing sheaves, and repairing boiler and engines of the steam-operated big hook which has a boom length of some 35 feet.

As its nickname implies, the big hook is used for big jobs. Smaller rerailing jobs are accomplished with the use of so-called Hoesch equipment, a smaller mobile unit transported by truck to sites of relatively minor derailments. It often can accomplish rerailing in a matter of minutes. This item came from the CNJ *Coupler,* the final issue of which was slated to come out in midwinter.

THE MOVIE *Franklin and Eleanor* was extremely well done; but I noted in it a scene dated in 1932 a string of modern steel boxcars, painted green, which of course was inaccurate for that period.—Mark Michon. 4150 S. Fairfield, Chicago, Ill. 60632.

THE U.S. RAILWAY ASSN. has approved a $26 million loan to the Delaware & Hudson for debt refinancing and locomotive purchases.

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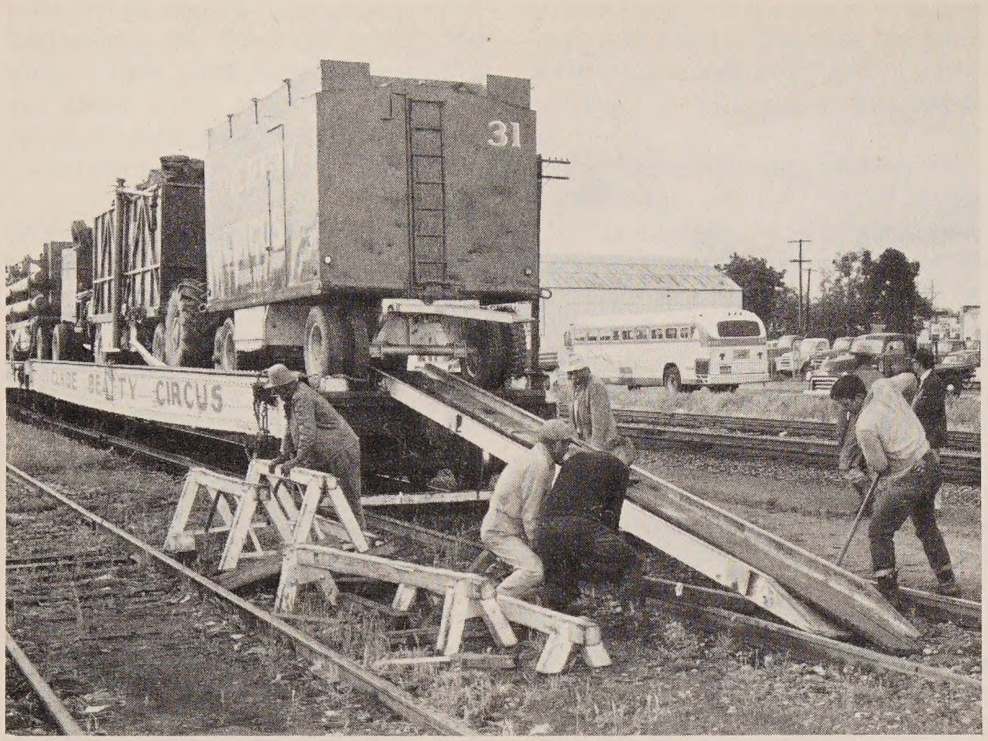
Colour slide and colour print sets of the 35 steam locos on parade in the S&DR celebrations at Shildon England, in August 1975. Also available: 150 ft colour film. Prices: 35 slides, $20.00, 35 postcard prints $20.00, 8mm or super 8 film $42.00. Full details from: North Eastern Loco Group, c/o Midland Bank, 7 Prospect Crescent, Harrogate, Yorkshire, HG1 1RN, England.



"Razorbacks" (laborers) getting ready to unload a Clyde Beatty Circus train at an unidentified location about 20 years ago. Great days of circus train are fading.

Photograph from collection of Freeman Hubbard

LEHIGH VALLEY RR. police are cracking down on deer hunters trespassing on railroad property in the heavily wooded Lehigh River Gorge between Jim Thorpe and the Weatherly-White Haven area of Pennsylvania. With the help of Weatherly police and state police, the railroad force in one day arrested 19 men, mostly hunters, for entering barricaded railroad property and in some instances using vehicles to ride along railroad beds in search of deer.

The ICC has forbidden the Minneapolis, Northfield & Southern to use funds generated by a 1974 rate increase to cover costs of rebuilding a yard. The ICC had attached conditions at the time of granting the hike that the increased revenues would have to be applied to deferred maintenance and capital improvement projects

PHOTO of 0-4-0 No. 50 (Dec. issue, page 23) shows construction work on the Toledo, Ann Arbor & Jackson south of Petersburg, Mich., in 1907. This line was projected between Toledo and Ann Arbor but never built that far. It was planned as an electric railroad. Note line pole at the right. These poles were set up so close to the track that they were considered dangerous. In 1911 a new company was formed and operation started, known locally as "the Ragweed." In 1915, name was changed again to Toledo-Detroit RR. Rails were extended to Dundee, Mich., connecting with the Detroit, Toledo & Trenton, New York Central, and Ann Arbor roads. About 1918 it became part of DT&I. Abandoned and torn up about 1968.—Kirk F. Hise (C&O switchman), 510 West St., Genoa, Ohio 43430.

Birds on Right-of-Way

TWO big railroads, the Southern Pacific and Western Pacific, may soon be sharing parts of their rights-of-way in California with birds. Concerned about the steadily decreasing amount of land available for nesting areas for migrating birds and shorebirds, California's Department of Fish & Game has suggested setting aside mini-refuges along used and abandoned tracks.

Upland game co-ordinator Harold Harper and wildlife biologist Larry McKibben have been selling the idea at recent meetings with SP and WP brass collars. Although the two roads are competitors in real estate, industrial parks and markets, they appear to favor the joint project. The men are working out agreements concerning short-term land leases or easements, long-term goals, and management of refuges.

Ocassionally birds are killed by trains. What would happen if a great influx of wildfowl were attracted to a right-of-way? Would more birds perish, or would they learn to protect themselves from trains? Furthermore, if the railroad companies permit weeds to grow tall enough for nesting there may be safety hazards in train operation.

Also, there is a problem in the use of insecticides for legally required weed control. Farmers on adjacent lands don't like weeds growing wild along the tracks because they reseed in agricultural fields. So the project will also need the support of farmers in the mini-preserve regions.

Loading Circus Trains

CIRCUS FANS should welcome the following comments and corrections on "Great Days of Circus Trains," by Freeman Hubbard (July '75 issue). Circuses no longer use snub ropes for loading or unloading trains. The wagons are too heavy for that. Nowadays a "cat" or a "mule" (wheeled tractor) backs onto the flatcar and leads a set of wagons down the runs. We of the Royal Arcanum Shows have 154 pieces on the train and 121 wagons. We take off at least one flatcar at a time and often two or three carloads.

Bailey died in 1906, not 1903, The Ringlings bought the Barnum & Bailey show for the 1907 season. Clyde Beatty Circus operated as a railroad show (purchased by other owners) until Nov. 20, 1956. Both were truck shows in 1957. Clyde Beatty died later. Ringling Bros.-B&B went back to a railroad show in 1960, but first as a "tunnel car" show. The Clyde Beatty outfit then became Cole Bros.-Clyde Beatty.

Today, Ringling Bros.-B&B is a flatcar show. In July, 1975, I loaded RBB&B-Red at Oklahoma City, using seven 89-foot flatcars, plus a bi-level car with autos on top and wild-animal (lion) cages below. Also two ex-Union Pacific cars converted to tunnel cars, and loading shop unit, tigers, floats, and Clark tractors.

The Circus World Museum train out of Baraboo, Wisc., hasn't been operated since 1973 and is likely never to run again. Who would put up the $500,000-plus that it would cost to stage the July 4th parade?

Lillan Leitzel did more than 100 "plange turns," sometimes as many as 250. Besides that, she also did a "Roman ring" act. That is what broke, dropping her to death. The "torches" mentioned in your story on page 17 were used to guide the trucks that hauled wagons to the "crossing" for loading, not to guide the performers. While loading started early, it didn't start immediately after the parade. On

a big show, it would start after the cookhouse tear-down; but on a smaller show like Clyde Beatty's it wouldn't start until well into the performance, because they didn't have many wagons available so early. The crew had to sleep some time. If you started too early, they'd work a flatcar or two and then have to sit around.

I loaded RBB&B and Beatty shows in the 1950s. Since then I've been "wagonmaster" for Royal Arcanum shows, a 90-car carnival which operates in the Midwest and in Western Canada. With its 57 flats (each 72 feet), RAS is the heaviest show train in history. RBB&B had only 48 flats in its biggest year.

In springtime, I take off the "removals" and fit the "adds" to the trainloading, working out all the factors involved. During the season, at teardowns, we assemble flatcar loads on the grounds and send them to the "crossing." There the trainmaster actually loads them. At setups, I receive the trainloads at the grounds, break them up, and control their distribution and "spotting" on the lot.

Unlike a circus whose basic wagons rarely change, the RAS may change as much as 25 percent of its "wagons" in a given year. Our loading is flexible. While we have a loading list, I have never loaded a RAS train twice in the same order. Even the basic list changed during the season. Last year we had five different basic lists. One day at Jackson, Miss., a locomotive hit one of our wagons, badly smashing it. We righted the wagon, rebuilt it in the street, and loaded it! Meanwhile, I went around it and kept loading the train.—Edward A. Lester, 628 Hedge Dr., Midwest City, Okla. 73110.

Loco Leaves a Train Behind

PETER JOSSERAND'S "Night Chief Dispatcher" (Nov. '75), which I enjoyed very much, includes an incident that reminds me of an engineer leaving behind his tonnage freight and running for about 20 miles without missing it. Maybe 20 years ago a hogger left Memphis, Tenn., with a streamlined passenger train heading for Washington, D.C. Somewhere between Memphis and Chattanooga the engine and train crews were changed. Then the train was on its way again, at good running speed, but a coupler parted, leaving the cars behind on the mainline on a dark night.

When this happened, a tiny red light flashed in the diesel cab. The fireman went back into the diesel compartments to see what was wrong. Everything checked out OK to him, and he so reported to the engineer. No speed or time had been lost, and they kept proceeding at good speed. Meanwhile, the red light kept bugging the engineer. He finally decided to stop and look around.

There was no train behind him! So he backed up along the single-track mainline and eventually picked up his train. Why the diesel loco didn't stop when the airline broke, I don't know. I prefer not to mention names in this true story.—Robert J. King, 3466 February Dr., Cincinnati, Ohio 45239.

Canada Heard From

DELLINGER'S "Snow on the Iron" (Dec. '75 and Jan. '76) reminds me of a similar experience. Back in 1928, when I was firing a Canadian Pacific freight run from Revelstoke to Kelowna, B.C., we passed on every trip a little red schoolhouse, usually while the pupils were heading for home. As we roared by, the hogger would salute them with a few toots of his whistle. We enjoyed their waving at us and their smiling faces, and never failed to watch for them. "Snow on the Iron" had a special appeal for me because it was located on the CPR's Mountain Division, which I well remember. I congratulate your staff for making *Railroad Magazine* so interesting and enjoyable.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W 1N9.

CANADIAN NATIONAL and the government of Manitoba have reached agreement on a $3-million expansion of the railway's transportation training center at Gimli, 60 miles north of Winnipeg. This center is the only one of its kind in Canada and will be among the most modern in North America. It was established in 1972 to train locomotive engineers. Less than a year later, it became a full-fledged training center for the railway industry and started courses also for the railway industry and started courses also for train dispatchers and operating officers.

Canadian National changed its management structure, effective January 1, creating five subsidiary "operating divisions" in order to improve efficiency, cut costs, and give better service to the public. CN's president and chief executive officer, Robert Bandeen, to whom the heads of the five new divisions will report, believes the reorganization will result in a "leaner, more responsive, and quick-acting process of management." The new divisions are CN Rail, CN Trucking and Express, CN Telecommunications, Grand Trunk Corporation (U.S. operations), and CN Passenger Services plus CN Hotels plus CN tower.

BRITISH COLUMBIA has asked the Federal Government to force CP Rail to operate rail services on Vancouver Island or give the right-of-way back to the provincial government. In a letter to Ottawa, Transport Minister Robert Strachan requested legislation "which would recognize the unwillingness of CP Rail to provide the people of B.C. services for which they have already paid. Such legislation should make it clear that rail facilities on Vancouver Island must be maintained and adequate services provided. Failing that, CP Rail should compensate the province for the natural resources already alienated (from lands originally granted the railway) and return to the province the right-of-way and any land with the grant still held by them." The province would then operate the railway and extend services where needed.

AFTER a ride on a Canadian-developed LRC (light, rapid, comfortable) high-speed passenger train, Paul H. Reistrup became so impressed that he is working out a deal to lease a pair of them. The LRC contains train innovations and is capable of speeds up to 120 mph. The trains Reistrup has his eyes on each consist of one locomotive and five cars. But a Canadian official said it takes 18 months to build one.

Overseas Railroading

YOUR January issue reached me down in Antarctica on Christmas Eve. I was delighted to see my first magazine article in print, besides some more of my photos.

Visiting nearby New Zealand, I found a lot of changes in the government railways since my 1966 visit. Steam was big then, now it's gone. Many new signs have been posted saying, "Enter only on railway business. Trespassers will be prosecuted." But the people are still friendly. On December 20th I went to Kaiapoi, 12 miles from Christchurch, capital of New Zealand, to get railway

The snow was deep just before Christmas in 1975 as Canadian National two-unit diesel hauled The Montrealer through St. Lambert, Que.

Guy Chartrand, P.O. Box 44, St. Lambert, Quebec, Canada

"Cathedral of Steam," oil painting by Otto Kuhler. Location could be anywhere when cities had domed stations.

photos. The station agent there told me with a grin, "If I don't *see* you taking photos, there's nothing I can do about it." We spent most of the afternoon discussing railroads of his country and mine. He would let me know whenever a train was approaching and I'd go outside with my camera. Among other interesting facts, I learned that he and his wife rented a house from the railway for $4 a week.

On December 23rd at Christchurch station I talked with an engineer who was about to take the 5:10 p.m. commuter train to Rangiora, 20 miles north. He asked if I'd like to make the trip with him in the engine cab. I said yes. One minute before departure he looked up and down the station platform and said: "I don't see any fishheads (railway officials), so climb aboard." I quickly got into the cab.

The locomotive was class DJ diesel 1246, built in Japan in 1969. It is one of 64 of this class of NZGR and has a rather unusual B-B-B wheel arrangement. The NZGR refers to this as "triple-bogie." The DJ class is the first diesels in New Zealand to have AC/DC transmission. They use dynamic brakes, but no steam generator. Each locomotive weighs 63 tons and has a top speed of 60 mph, its engine is a 12-cylinder Caterpillar D398TA, rated to develop 1050 hp at 1300 rpm.

The engineer of 1246 told me that the DJ class is much underpowered and has very slow pickup. He demonstrated this by, at 15 mph, moving the throttle from the fourth notch to the tenth (highest) notch. There was no increase in speed for at least 20 or 30 seconds, and then not very much. This was while pulling three wooden coaches and a guard's van (caboose). About ten passenger stops are made in the 20-mile trip to Rangiora, but no passengers are carried on the return trip to Christchurch. Freight cars are picked up at various places and added to the coaches and van to make a mixed train with no passengers.

On the return trip, the engineer asked if I'd like to photograph the train on the high bridge over the Waimakariri River, and of course I did. He stopped on the bridge. I got out and made the picture. Then we proceeded to Christchurch.—William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031.

A wedding group on steam-powered Swiss Amor Express. People dance to gay Appenzell music in the "Carozza romantica." Request to accordionist, "Play it again, Sam."

Swiss National Tourist Office, The Swiss Center, 608 Fifth Ave., New York, N.Y. 10020

A NORTH-SOUTH railroad may be built in the Republic of the Ivory Coast in Africa. A firm at East Orange, N.J., is making a feasibility study of this project.

AUSTRALIA will hold its second international conference on railroad crosstie technology in Perth in August. The Western Australian Government Railways will officially host the International Rail Sleeper Conference. Delegates from world railroad systems, engineers, and specialists will present papers on the present and future potential of the railtrack.

WHEN nine-year-old Ian Gleeson arrived from Bourne, Lincolnshire, at the National Railway Museum in York, England, he was met by keeper Dr. John Coiley, who told him he was the 500,000th visitor—about ten months ahead of the estimate. Dr. Colby gave Ian a conducted tour and let him sit in the cab of the *Mallard,* the steam record-holder. An average of 7,500 people have visited the museum each day since it opened last September.

A MAJOR stretch of the war-devastated Saigon-Hanoi Railway has been reopened, bringing one step closer the reunification of North and South Vietnam.

ROUND-THE-CLOCK engineering operations over two weekends were needed when a railway bridge at Newport Road in Cardiff, Wales, was replaced by one more than twice the size to span a six-lane highway.

A TEAM of eight Canadian National officers has gone to Nairobi, Kenya, to study and recommend plans for the decentralization of the 3,680-mile East African Railway system. J.W.G. Macdougall, president of CANAC Consultants Ltd—CN's international consulting subsidiary—says the men will spend eight months in the East African community of Kenya, Tanzania, and Uganda. The railway serves the three independent nations and links inland areas with the Indian Ocean ports of Mombasa, Dar-es-Salaam, and Tange.

Photograph by Joseph Mannix

The day was warm and pleasant to ride this East Broad Top trip near Orbisonia, Pa.

Sometimes a wire mars the perfection of an otherwise excellent photo, as in the case of this one showing No. 14 of the Arcade & Attica (ex-Escanaba & Lake Superior) 4-6-0 Baldwin 1917 rattling windows and shaking the ground as she roars over a crossing in Arcade, N.Y. This late Fall run was made on a clear, cool afternoon with a Bronica S2 having 75mm lens shooting with Tri X film.

Dan Fink, 24 Seneca Ave., Genesco, N.Y. 14454

Mike Eagleson

IN SEARCH OF STEAM

STEAM and snow make an unbeatable combination for dramatic photography. The Cumbres & Toltec Scenic scheduled its rotary snowplow special run this year on February 15th, a trip unique in the railfan world. That is the only American railroad still capable of providing a fully steam-powered rotary snowplow demonstration.

Its OM plow, the former Denver & Rio Grande rotary, was built by Cooke Locomotive & Machine Co. at Paterson, N.J., in 1889. The OM was the first rotary built for narrow-gage service in the U.S. and is probably the oldest (if not the only) coal-fired rotary still in service. It spent almost its entire career working out of Chama, N.M., home base of the Cumbres & Toltec Scenic.

The snowplow trip this year was operated by Nos. 483 and 487. The consist was chosen to resemble rotary outfit trains of old, including an open gondola, an ex-Chili Line RPO converted for rotary train service years ago, a boxcar, and caboose 0503. Photo run-bys featured the special, and space was limited at $35 per person. Pacer passes were issued for those wishing to follow the train by automobile at $5 per head.

FEBRUARY 14th and 15th this year were set aside for the eleventh annual running of East Broad Top's "Winter Spectacular." Mikados 12, 14, and 17 were used. Also, at the request of some patrons, heavy 2-8-2 No. 17. The passenger cars had been refurbished for the 1975 season and still look very well.

Last October 25th and 26th—the final week-end of operation during 1975—engine No. 15 was back in use, but with a tender borrowed from No. 17. The 15's tender needs a new bottom, the leakage having become unbearable. It will require considerable welding to repair. Four of the six narrow-gage EBT steam locomotives are now operable.

MID-CONTINENT Railway Historical Society, Inc., at North Freedom, Wisc., operated steam in a snow excursion on February 21st and 22nd. Star performer was ex-Dardanelle & Russellville 2-6-0 No. 9. She pulled a vintage train of antique freight and passenger cars.

RECENTLY I asked if anyone knew about the Normetal Mining Ten-Wheeler recently found in Canada. The following information comes from Charles G. Parsons, Rte. 4, Box 425, Dunnelon, Fla. 32630: the Ontario Northland diesel shops in Cochrane, Ont., are now rebuilding the ex-ON 4-6-0 No. 219, now owned by Normetal Mining. She is scheduled to run this summer on Spruce Falls Power & Paper Railroad, just west of Cochrane.

The Ten-Wheeler was formerly Temiskaming & Northern Ontario (previous name of the ON). Also at Cochrane is former Ontario Northland 2-8-0 No. 137 (ex-Canadian National class M-3e No. 2164), built by Canadian Locomotive Co. in 1913. The ON used this Consolidation on excursions for several years before a roundhouse fire destroyed her. She was then exteriorly repaired and put on display at Cochrane. Let's hope this Ten-Wheeler—virtually new to railfandom—will have a longer life span.

THE U.S. DEPARTMENT of the Interior is studying a scheme to build an 18-inch-gage steam railroad in North Cascades National Park in Washington State, reports Thomas G. Thompson, Jr., 387 Campbell Lake Rd., Anacortes, Wash. 98221. The proposal calls for constructing 11.7 miles of narrow-gage track from Colonial Creek on the North Cascades Highway and extending southward, following Thunder Creek up a ruling 1.7 percent grade to West Fork.

The railroad would be built by private mining interests intent on developing 655 acres of mining claims within the park at Skagit Queen Mine. Four-ton Forneys, reminiscent of the Maine two-footers, would be motive power for the passenger-and mineral-carrying railway. One newly-built 18-inch-gage 0-4-4 coalburner from the defunct Anacortes Railway also may be available.

THE KEYSTONE Light Railway Products Co. of Irwin, Pa., has purchased two 3-foot-gage 0-4-0T's from New Jersey's Pine Creek Railroad for $2,750 each. These Vulcans once ran at Wanamie Mine in the Keystone State.

On May 8th the Pine Creek will run a steam tripleheader. Motive power operating around the giant loop at Allaire State Park will be No. 6, a two-truck Shay; No. 26, a 2-6-2 Baldwin; and *Lady Edith,* a 4-4-0T.

MY QUESTION on Louisiana's Washington & Western 4-6-0 No. 72 is answered by one of our *Interesting Railfans,* Wilbur T. Golson, 1324 Marque Ann Dr., Baton Rouge, La. 70815. He says the pits of Standard Sand & Gravel at Franklinton are closed and the plant has moved to Clifton on the former GM&O (now Illinois Central Gulf), just north of the old pits. The Ten-Wheeler I had asked about, as well as two ex-Southern Pacific 0-6-0's, is stored on a spur. Diesels do the work there now. The 4-6-0 is not for sale, but the two 0-6-0's are available at $4,000 each.

New Steam Railroadiana

SOUTHERN STEAM SPECIALS, a revised Bicentennial edition, by Ron Ziel and Mike Eagleson, 11x8½", 52 pages, 90 photos including 11 in color, soft cover, is available from Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, at $4.95 postpaid.

This is a fully revised and updated book, with new photos of the steam locomotives running on the Southern Railway today. Some earlier Southern power is shown in regular service. Included are views of the most memorable fantrips: a six-engine fire-up in Charleston, the *Flying Scotsman* on the Southern, and lots more—all in dramatic photography with descriptive text. The South is rich in railroad lore.

NORTH ALABAMA RAILROAD CLUB, P.O. Box 4163, Huntsville, Ala. 35802, is offering for the Bicentennial year a 1976 calendar with 13 photos of steam on the Southern Railway for more than 100 years, including 4-4-0's of the Civil War period as well as views of relatively recent fantrips. The large 11x17-inch calendar sells at $2.

BIGGER THAN BIG BOY, color Super 8mm movie, 214 feet, Sunday River Productions, P.O. Box 565, Concord, Mass. 01742, $27.50.

Perhaps no steam locomotive was more fascinating in design and operation as the Beyer-Garratt. Two immense engines operating under one fat boiler form a single locomotive without dragging a tender behind. The film studies one of the largest classes ever built, the GMAM 4-8-2-+2-8-4 of the South African Railway. If built to standard gage, its dimensions would exceed the Union Pacific's famed Big Boys. The movie was filmed on a tripod with plenty of smoke, steam, and spectacular scenery. Among other scenes, it shows GMAM's struggling uphill, battling mountain grades, and loping along with passenger trains. •

I Was There!

TEXT AND PHOTOS
by MICHAEL A. EAGLESON

Locomotion, a full-size working replica of the No. 1 engine of the Stockton & Darlington Ry., was the lead exhibit in "The Grand Steam Cavalcade" observing 150th anniversary last year.

YES, I WAS THERE, but 150 years later. My mind envisioned the stirring event that occurred at Shildon, England, on the bright morning of September 27, 1825 as I watched, camera in hand, its re-enactment in a bicentennial fete. Imaginatively, I saw and heard the small, cabless 0-4-0 *Locomotion,* a daring new invention, and smelled the acrid smoke that puffed excitingly from her tall stack in a glorious plume that was to drift over the entire world.

My eyes fixed in retrospect on a man who made history, the bold experimenter George Stephenson, as he mounted the footplate—not "with orders in his hand" (there were no train orders in those days)—but to take, you might say, "a trip to the Promised Land." Stephenson was about to demonstrate that a train laden with coal, flour, and high-spirited passengers could be moved over strap-iron rails by steam power at the then-incredible high speed of eight miles an hour.

Some people had said it couldn't be done. The eager crowd assembled at Shildon that day in 1825 was both skeptical and curious. I visualized the throng, more than 50,000 men, women, children, even babes in arms and barking dogs. Being familiar only with horse-drawn vehicles, they may have been saying to one another, "That fool contraption will never budge an inch," or words to that effect. Many of them probably expected to laugh at Stephenson's failure, slap their neighbors' backs, and chuckle, "I told you so."

But they had come to see a show, and they saw one. To their amazement, the wheels began to turn! The new-fangled train was really moving! A mighty cheer burst from English throats, the kind of cheer they had given to the news of Napoleon's defeat at Waterloo only ten years before. The kind their ancestors had given upon learning of the destruction of the Spanish Armada in the English Channel in 1588. Cheers. Hats tossed in air. A waving of hands, handkerchiefs, and parasols. Dancing and jigging. Animated conversation. A new transportation era had begun!

George Stephenson, one of the greatest names in the history of railways, built and drove S&D *Locomotion* on first day.

Stephenson's opening of the Stockton & Darlington Railway was intended primarily as a faster way to transport coal. The first train consisted of 21 coal cars—the British call them "waggons"—that were empty except for passengers, and 12 more cars loaded with coal and flour, topped by precariously-seated riders. There was also an elegant coach reserved for railway directors and other dignitaries.

On that gala day in 1825 the line was opened from Witten Park through Shildon and Darlington to Stockton. It was the world's first steam passenger railway—a mode of transport destined to revolutionize travel throughout the globe—and I was there, 150 years later.

Following "the Grand Steam Cavalcade," the Darlington engine terminal looked like a scene from the 1940s, with nearly thirty live locomotives in impeccable condition.

Two of the finest in British express passenger locomotives at Darlington: green-boilered *Clan Line*, a Pacific of the Merchant Navy class; and the maroon-liveried *Princess Elizabeth* of the Princess Royal class. Shown in background is a 2-4-0 and an Eight-wheeler.

Part of the huge S&D 150th anniversary crowd near the Green Street depot at Darlington, where most of the thirty-three locomotives tied up after parade to take on water and have their fires cleaned. Four steamers look like they are in an I football formation.

The 150th anniversary of the S&D was marked by a pageant known as "The Rail 150 Exhibition," staged at Shildon in conjunction with British Rail. From all parts of the United Kingdom were shipped a great gathering of steam locomotives; the finest examples extant from private collections, preservation societies, museums, BR, and even the National Railway Museum. They formed the largest collection of engines, rolling stock, and rail exhibitions to be seen by the public in one place for 50 years! (A similar event occurred in 1925 to celebrate the 100th anniversary.)

Some forty steam locomotives and two dozen pieces of equipment were shown for one week at the British Rail Engineering Workshops in Shildon. Tens of thousands of enthusiasts and tourists crowded the site from August 24 to 30th. Daily passenger operations with live steam were popular, many people buying tickets to take a short ride behind steam.

"Think Railways" was the password. Bunting hung from nearby stores and public buildings. Even the general public was involved and enthusiastic. Railroad shows, tours, displays of railway art, photography, films, books, prints, jewelry, fantrips, railwayana auctions and lectures dotted exhibition halls in the area as well as appointment calendars.

I had previously visited Great Britain in the summer of 1966 to photograph steam power in regular service. The final fires of steam on British Rail were dropped in 1968. But, "The Grand Steam Cavalcade" lured me back to England, the birthplace of steam traction.

ON THE CLOUDY evening of August 30th, thirty-one of more than forty standard-gage steam locomotives on display at Shildon were fired up with coal generously supplied by Britain's National Coal Board. That was Saturday. The following day dawned cloudy, but fears of bad weather were quickly dispelled. The sun shown brightl as if aware of the historic event to transpire. It was a day made to order from the anniversary of the Stockton & Darlington Railway.

In the yard, thirty-three steamers, including two dead ones in tow, switched about the terminal and lined up in order for the Cavalcade procession to follow. Each coalburner was as spotless as a new automobile in a showroom. Even the frames, running gears, wheels and stacks on each unit were painstakingly polished. There was no slapping a new coat of paint on a dented and aligator-finished old boiler jacket. Rather, each engine gleamed to a flawless mirror finish, properly painted and striped in the correct black, green, maroon, or blue livery of its heritage. Historical accuracy was a "must." Boiler jackets and bands were simonized by hand. Brass and copper appliances, plates, pipes and other decorations shone like jewels. On one locomotive, an 0-6-0T Terrier class named *Fenchurch,* I noticed that the coal on top of her bunker had been meticulously whitewashed, lump by lump!

The procession rolled past a reviewing stand and press box toward Heighington, about three miles to the south. Most of the locomotives would journey on a few miles further toward Green Street Depot at Darlington.

With a rented automobile, historically unsuitable for the occasion, I made several attempts to reach the area for lineside action photography, fully three hours before it began. The police had blocked off the local roads, while vast crowds made driving impossible. Abandoning my car several miles from Shildon, I took off on foot with camera bag and tripod to locate the right-of-way. Luckily, I secured a favorable photo

Ten-wheeler named *Cookham Manor* races through Northallerton while returning home to the Great Western Railway Society at Didcot. The modern lightweight; two-cylinder passenger locomotive went to the "Rail 150 Exhibition," pulling a fully restored GW train of the pre-war period.

position on the original line site of 150 years before. An immense throng of fans and the general public already had staked claim to vantage points and were spread out with campers, folding chairs, tents, and blankets. Cameras were ready and affixed to tripods hours before the first frame was to be exposed.

At trackside, constables wearing the traditional "bobbie" helmets and orange safety vests roamed the rails in pairs with police dogs at their sides to keep over-zealous fans from venturing on the high iron. Overhead, helicopters paralleled the line with TV crews and the press. A lengthy proces-

A strong wooden fence keeps most of the fans, curious onlookers, and stray dogs away from the Darlington locomotive terminal. The loudspeaker on poles voice a running commentary as each machine arrives from the procession. Souvenir stands at left are packed.

sion of diesel-powered excursion trains arrived, almost simultaneously from all parts of the kingdom, loaded to capacity with camera-toting enthusiasts.

Having staked out a good vista for the steam parade, I stood shoulder to shoulder with railway buffs who thought nothing of my journeying 3,000 or so miles to witness the two-hour "Grand Steam Cavalcade." Actually, this part of my vacation was the well-timed windup of a several-week search for steam in Greece, Italy, and Austria.

Unlike most American enthusiasts, British fans have not developed the art of forming a photo line when taking train pictures. They crowd indescriminately into a photographer's view, and no amount of pleading nicely or shouting hostilely will convince the "lens lice" to back up and form a photo line so that everyone may have an unobstructed scene.

As zero hour neared, the

Fenchurch, built for the London, Brighton & South Coast Railway in 1872, was the only locomotive in the procession to have her coal whitewashed . . . lump by lump!

cooperative sun shown brightly on an officially estimated 350,000 people lining the three-mile double-tracked right-of-way. I was amazed to note that the shady side of the line drew almost as many camera bugs—all squinting into the sun—as did the traditional side with the illumination from behind. Apparently back-lighted photographs are popular in Great Britain.

Precisely on schedule, all locomotives steaming in the Shildon Workshops blew their whistles simultaneously, like restless racehorses at a starting gate, eager to begin the event.

The procession began with a full-size working replica of *Locomotion,* the No. 1 engine of the Stockton & Darlington. The original machine, though preserved and on display at the

Any Atlantic type is rare No. 990 was built by the Great Northern Railway in 1898 and named *Henry Oakley* after the road's general manager. The 99-ton 4-4-2 appeared in the 1925 S&D Centenary, but was in LNER livery, renumbered 3990. She last steamed in 1953.

nearby Darlington station, could not be made operable again without such extensive rebuilding as to destroy her authenticity as a museum piece. The working replica is owned by "The Locomotion Trust." Its construction marks the culmination of a co-operative effort by a group of engineering schools, companies, and individuals in northeastern England.

As the 0-4-0 locomotive pulling a coal wagon, and a coach passed in review, I was very busy juggling three cameras, but I couldn't help noticing the applause from the crowd following the engine's travel from left to right as in a weird stereo effect. This event marked my only experience of hearing people vociferously applauding for steam.

In the reviewing stand—made available to the press and others at a premium price—stood Alan Pegler, one-time owner of *Flying Scotsman,* broadcasting a commentary on the procession. He introduced each locomotive as the star celebrity she was and gave a brief history of her career.

Behind *Locomotion* steamed the National Coal Board 0-6-0T No. 2502/7, the only steamer in the cavalcade that is still in regular service. She was stunning with a glossy dark-blue saddle tank and red connecting rods.

ONE LOCOMOTIVE after another chuffed by magnificently at a very conservative gait of five miles per hour, which gave everyone ample time to shoot and visually digest the sight that will never be repeated. Gleaming boiler jackets of black, blue, green, and maroon paraded with pride as if aware of their historical significance. This was no time for a faulty injector or misbehaving vacuum brake. Thirty-three steam locomotives and one electric unit in tow rolled by.

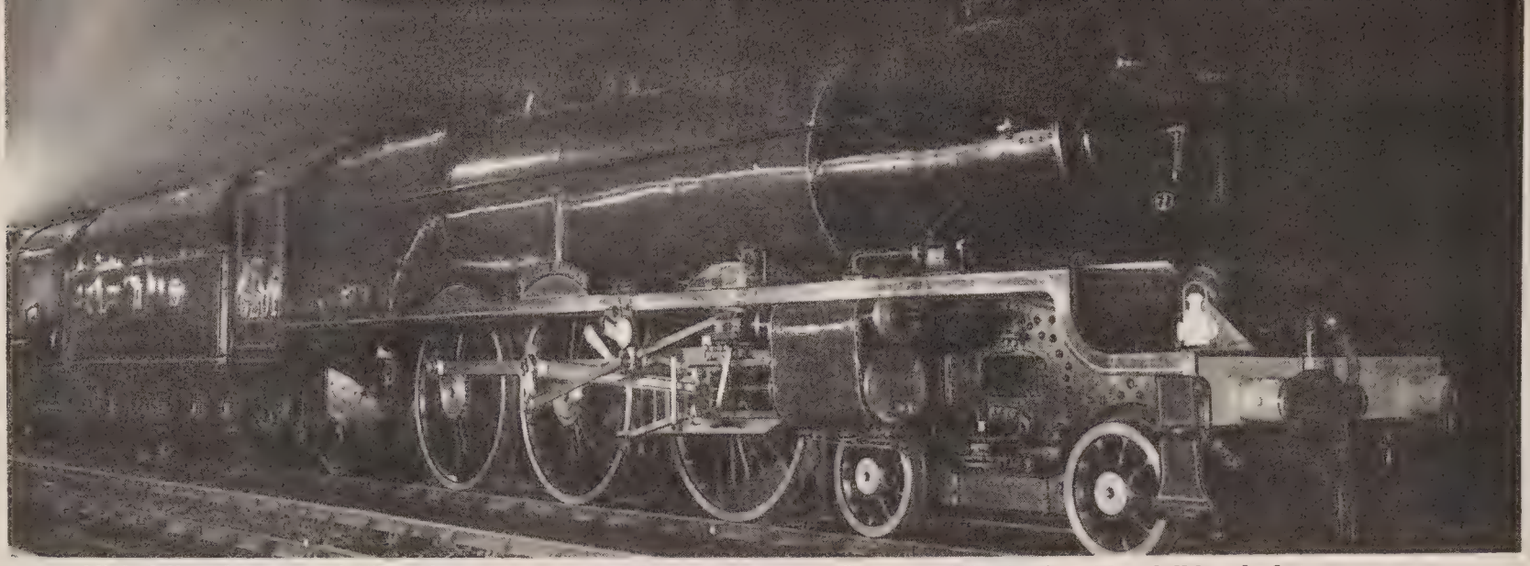
Grand Cavalcade of Steam Locomotives

S&DR		0-4-0	No. 1	Locomotion (replica)	1975
NCB	"J94"	0-6-0ST	No. 2502/7	(North East Area)	1943
LMSR	"5MT"	4-6-0	No. 4767	George Stephenson	1947
NER	"T2"	0-8-0	No. 2238		1918
NER	"P3"	0-6-0	No. 2392		1923
LNER	"K1"	2-6-0	No. 2005		1949
CR	"439"	0-4-4T	No. 419		1907
LNER	"D49"	4-4-0	No. 246	Morayshire	1927
GWR	"57XX"	0-6-0PT	No. 7752		1930
GWR	"Manor"	4-6-0	No. 7808	Cookham Manor	1938
GWR	"Hall"	4-6-0	No. 6960	Raveningham Hall	1949
LNER	"V2"	2-6-2	No. 4771	Green Arrow	1936
LNER	"B1"	4-6-0	No. 1306	Mayflower	1948
LMSR	"8F"	2-8-0	No. 8233		1935
LMR	"9F"	2-10-0	No. 600	Gordon	1943
LT	Bo-Bo Electric		No. 12	Sarah Siddons	1922
LNER	"A4"	4-6-2	No. 4498	Sir Nigel Gresley	1937
GNR	"Stirling Single"	4-2-2	No. 1		1870
LNER	"A3"	4-6-2	No. 4472	Flying Scotsman	1923
NER	"Fletcher"	2-4-0	No. 910		1874
GNR	"U"	4-4-2	No. 990	Henry Oakley	1898
LNWR	"Precedent"	2-4-0	No. 790	Hardwicke	1873
MR	"Compound"	4-4-0	No. 1000		1902
LMSR	"Jubilee"	4-6-0	No. 5690	Leander	1936
LMSR	"Princess Royal"	4-6-2	No. 6201	Princess Elizabeth	1936
Wantage Tramway		0-4-0WT	No. 5	Shannon	1857
LYR	"Pug"	0-4-0ST	No. 51218		1901
LBSCR	"Terrier"	0-6-0T	No. 32636	Fenchurch	1872
SR	"S15"	4-6-0	No. 841	Greene King	1936
SR	"Merchant Navy"	4-6-2	No. 35028	Clan Line	1948
KWVR	"2MT"	2-6-2T	No. 41241		1949
BR	"4MT"	2-6-0	No. 43106		1951
BR	"4MT"	4-6-0	No. 75029	The Green Knight	1954
BR	"9F"	2-10-0	No. 92220	Evening Star	1960
BR	"252"	Prototype High Speed Train			1975

The widely-publicized *Flying Scotsman* had a TV camera crew photographing her drivers and churning valve gear from a section car running on the parallel track. Most fitting as the steam engine to bring up the rear was British Rail's standard 9F class No. 92220, a 2-10-0 named *Evening star.* As the last steamer built by BR, she left the Swindon erecting halls in March 1960. Although this final class of Decapods was outstanding, No. 92220 was not a successful member. She served BR for only about five years and was infamous for having mechanical problems. She was withdrawn following an accident, was rebuilt, and remains preserved today in working order only because she is the final new steamer built by British Railways.

After the *Evening Star* passed, most of the spectators started packing their photographic equipment, gathering their belongings, and heading for automobiles and train to carry them home. Few showed interest in the last item in the procession. British Rail's High Speed Train No. 252.001 brought up the rear of the "Grand Steam Cavalcade." Little attention was given to this shovel-nosed 125 mph. modern passenger train with a power coach at both ends. In fact, several reporters called it the dirtiest exhibit in the entire procession.

After making my way through two barbed-wire fences and trudging back to my rented car, I fought the traffic to the Green Street depot in Darlington, where most of the locomotives in the cavalcade tied up. Here engines were watered, had their fires cleaned, and were otherwise attended to. I scurried about taking photographic advantage of the last glinting rays of sunlight on nearly thirty live-steam locomotives.



Nightfall had come and "The Grand Steam Cavalcade" was over. *Princess Elizabeth,* with a full head of steam, waited in the yard under the stars for some driver to send her on her way. Later, she left town hauling a train together with Pacific *Clan Line.*

Throughout the afternoon, night and next day, most of the fine locomotives which had paraded were dispatched singularly or in pairs back to their home museums. I had just finished taking a night photograph of the *Princess Elizabeth* and the *Clan Line,* doubleheading a short train out of the Darlington yard, when I was approached by renowned British wildlife and locomotiie artist, David Shepherd. Like myself, he is a locomotive owner. In fact, he has four steam engines, one of which, the Ten-wheeler *Green Knight,* was included in the procession. Naturally, we talked about steam and we exchanged addresses.

While I was taking final flash pictures, I realized that never again would an event quite like this be staged in the land where steam power was born.

On page 21 is a roster of the 35 engines, listed in order of their appearance. Three of them, the *Sarah Siddons,* the *Stirling Single,* and the *Fletcher* were towed dead by preceding locomotives. The *Fletcher* appeared also at the 1875 Jubilee and the 1925 Centenary. The *Stirling Single* and the *Henry Oakley* took part also in the 1925 Centenary. ●

Evening Star, the final steam locomotive built by British Rail in 1960, prepares to leave Darlington for the return to National Railway Museum at York. These 2-10-0 Decapods once hauled passenger trains at speeds of 90 mph.

Fred and Luanne Bailey at Beaver Lake, N.J., on Feb. 22, 1975. They had just finished photographing annual Morris County Central's Winter fan excursion.
Photograph by John Krause

Interesting Railfan No. 160

Frederick George Bailey

by Freeman Hubbard

IT IS ONLY NATURAL that Frederick George Bailey, born at Bellows Falls, Vt., on March 21, 1948, should become a railfan, a railroad photographer, and eventually a full-time employee of Steamtown Foundation, which is situated there. With him, steam operation even today is not merely a hobby but also a "bread and butter" job on which he supports himself and his beautiful blonde wife, Luanne.

The wide variety of projects he handles at Steamtown makes his work interesting. His title is assistant to the director. One day he may be building track, the next day painting, the third day firing a prototype steam locomotive, and so on. He really likes the position. But when railfans tell Fred how lucky he is, on the assumption that he is paid merely for enjoying himself, he is quick to point out that it's a tough and often demanding job.

"During the tourist season, summer and fall," he tells them, "I put on six and sometime seven days a week, with long hours, and hardly get a chance to see my wife. Steamtown pays a professional staff to maintain its operations and expects its employees to perform their duties."

A niece of the late F. Nelson Blount, railfanette Phyllis L. Sharp, was working for Steamtown in 1964 when Fred, who was then attending high school, biked over to meet her uncle.

For the first 26 years of his life, Fred lived on his father's chicken farm at Walpole, N.H., just across the Connecticut River from Bellows Falls. Incidentally, his father is now a custodian/security guard for a screw company plant located in the former shops of the Fitchburg Railroad at Keene, N.H.

The old Bailey farm was in sight of the single-tracked Boston & Maine's Cheshire branch and Connecticut River double-tracked mainline. Both routes seem to have been built and operated for the sole purpose of permitting Fred Bailey as a small boy to amuse himself with train-watching, for trains ran over them both at frequent intervals. But that was long ago. The branch has since been abandoned, though the rusty old rails are still intact in crumbling ties, while the once-busy mainline is reduced to a single track with less than a dozen scheduled trains a day.

When Fred was a kid, his parents gave him the usual Lionel electric train set. He became so fond of it that his mother once said: "You'll never have a wife, Fred, because you're already married to a train."

The Bellows Falls depot lured him the way a magnet draws steel. In those days his world centered around the arrival and departure of trains and the B&M switcher that batted cars around the yards. Adjacent to the depot was Heaven-on-earth, mundanely referred to as the enginehouse. As if that were not enough, occasional Central Vermont trains, with trackage rights over the B&M, steamed through the town in whirls of dust and cinders.

A close friend of Fred's father was the B&M crossing tender at North Walpole, N.H., with whom he passed a lot of time "chewing the fat." Fred would listen in to the rail lore they uttered while he was waiting to see the next train.

But by the late 1950s the decline of railroading had set in. You could hang around Bellows Falls station for hours without seeing a single freight or passenger run, which gradually caused the boy to lose interest in the old depot. Besides, steam had disappeared from the scene, and Fred has never been thrilled by diesels, although he does photograph them.

SO THE LAD regressed into the juvenile world of Lionel "toys," faithfully saving his weekly allowance to buy more equipment. Sometimes the local hobby shop gave him credit for "deficit spending" on items his layout needed—which, however,—unlike our city, state, and national governments—he always paid eventually.

"Otherwise," Fred tells us, "I'd have had a large share of the dealer's stock in my cellar on charge accounts. One time, though, I mortgaged my allowance for six months in advance to buy a new transformer—and what a beauty it was! During those months, in order to keep paying a little at a time, I had to sacrifice many other things I wanted. The experience taught me a valuable lesson: don't spend above your means."

Our hero was a member of the Walpole High School basketball team that won a state championship. After graduating from that school he received a degree of Associate in Data Processing from New Hampshire Technical School and a degree of Bachelor in Business School from New Hampshire College.

In the early 1960s Mr. Blount, millionaire railfan, brought Steamtown into Fred's home area, which revolutionized our hero's way of

Steamtown Foundation's ex-CP 4-6-2 No. 1246 drifts downgrade with Vermont Industrial Tour at Buttermilk Falls over Green Mountain R.R., Sept. 10, '75. Central Vermont Ry. and Vermont Ry. also hosted special train operated to show executives from major concerns potential building locations.

Photographs by Frederick G. Bailey

Boston & Maine GP 38-2 No. 200 assisting *American Freedom Train* No. 1, ex-Reading 2101, across the stone arch bridge on Conn. River mainline, North Bernardston, Mass., northbound in April, 1975.

life. Says Fred: "I recall the eagerness with which I awaited the arrival of each addition to the Blount activities. Being old enough by then to differentiate between steam locomotive types, I started actively to seek sources of information about motive power and railroading in general. In 1962 I began what I think will be a lifetime loyalty to *Railroad Magazine,* having seen my first copy on a newsstand in Keene while waiting for a ride behind a Steamtown excursion, ex-Rahway Valley 2-8-0 No. 15. I became a subscriber to *Railroad* and half a dozen other rail periodicals.

One day he borrowed his father's 25mm camera and went to North Walpole to shoot some Steamtown engines. He was particularly excited to see No. 15, just out of the shops, switching dead locomotives around the yards while being broken in for a run down the Cheshire branch to Keene several days later. But Fred didn't know then that 35mm film must be wound back into the film magazine before being taken from the camera. He'd never seen film being removed from anything but a box camera. As you can imagine, all the exposures he made that day drew blanks. It happened to the first railroad shots he ever tried, and that was humiliating.

His next big mistake was to begin shooting with an old Ansco Karomat 35mm camera he had acquired he didn't know how to operate it. But he gradually learned about film-winding, settings, focusing, framing, etc., basically on his own, for in those days he had no one to teach him.

Nowadays, in taking pictures, he aims to avoid problem situations. But one cold February day in 1972 he drove nearly 600 miles to Orbisonia, Pa., for the East Broad Top's famous Midwinter Spectacular, only to find it snowed out! Disappointed, he headed doggedly across the State of Pennsylvania under almost unbelievable driving conditions in the hope of catching the Strasburg Rail Road's passenger train running in the snow. There, too, the snow had cancelled passenger operations; but 2-10-0 No. 90 was preparing heroically to push a snowplow over the deeply-drifted line later in the afternoon. Steam in plow service was rare indeed in 1972, before the Cumbres & Toltec Scenic plow began making railfan history.

Alas, Fred had another setback on the Strasburg. By the time No. 90 was ready to leave her East Strasburg terminal the paralleling highway had become impassible, his car was snowbound, and he was further frustrated by seeing the plow puff off in the distance!

"Before I go picture-hunting with someone else," Fred says, "I try to ascertain that he takes a realistic approach to the subject. One thing that irritates brass collars is the photographer who shows little regard for safety on railroad property. I have gone on numerous trips with my good friend Dick Anderson, a Boston & Maine operator/clerk and camera artist. Dick usually travels alone on photo trips, but I find him an excellent companion when he goes with me. On such jaunts he invariably does his homework first. When we start out together we know when and where certain trains will be running and we generally have several options in case events don't turn out according to plan. Thus we help each other to get better results."

Our hero and his bride cut wedding cake after "I do's" on Feb. 8, 1975.

Photograph by John Krause

HIS BLOND WIFE, who accompanies him sometimes, is a promising railroad photographer but not a 100 percent enthusiast.

"Having Luanne taking pictures with me on trips," he tells us, "is a real asset, especially at great distances from home, because it enables us to get two shots at each photo location, thus making costly outings more productive. But I admit feeling a bit envious when one of her prints turns out better than mine."

"What I look for most is quality photography," he says. "I'd rather have one good classic shot than a score of mediocrities."

He prefers to reach a location at least a few minutes ahead of the train he wants to photograph, so he'll have time to work out framing, camera angles, settings, etc. He has discovered that you can't get ideal results if you jump out of your car just as the train approaches. Mostly he goes in for action pix. He finds it challenging to click the shutter at exactly the right second. Other camera fiends kid him about taking so much time to set up a picture, but Fred says it usually pays off.

"Photos of rail subjects without trains deserves a place in railfan periodicals," he admits, "but I seldom shoot them."

Having made more than 10,000 slides, he finds it difficult to pick out a few favorites.

"I have perhaps 100 pix I'd be proud to place alongside anyone else's. What makes a view special to me is the realization that it can't be duplicated. For example, I have shot upward of 100 pictures of trains passing over the Brockaway Mills gorge on the Green Mountain Railroad, but I consider only two or three of them as truly spectacular. You could photograph a picturesque location many times and still not get a sensational shot of it."

Our *Interesting Railfan* weighs 210 pounds, which is a little too much for his height, 5 feet, 10 inches. He is nearly always calm, level-headed cheerful, and mentally alert, but admits having two bad habits: procrastination and talking in his sleep, both of which mildly annoy his wife. His sense of humor is well above average. He is liable to joke even in a serious discussion. So did Abraham Lincoln. Fred is gregarious, but only up to point. Doesn't care for parties, night clubs, or other functions involving alcohol or drugs. Like most railfans, Fred is a nonsmoker. But, we are told, he "drinks soda pop by the quart," which is not good for anybody.

Steamtown is his first full-time job. Through it he met the blue-eyed darling, Luanne Margaret Haas, who is now his wife. Luanne had a girl friend working at Steamtown, a girl whom Fred dated occasionally, and would visit her now and then. On one visit five or six years ago the Steamtown girl introduced Fred to his future wife.

"One influence in my choice of Fred as a life partner," Luanne tells us, "is that he admired not only my appearance but also my intelligence and personality. He liked me for what I am inside. We began dating in January, 1973, and announced our engagement the following Christmas Eve. In picking that time I followed a family tradition. My mother announced her betrothal on a December 24th, and her mother was married on a Christmas Eve. But I was still in college and preferred to graduate before getting married. So I didn't become a bride until February 8, 1975, in a Baptist church in North Springfield, Vermont."

"When a girl looks back on her wedding I think she remembers being excited and nervous, and the whole ceremony is somewhat of a blur. I do recall that Fred had difficulty in getting the ring onto my finger. Incidentally, he didn't realize that once the ring is on it is supposed to stay there. The minute we got into the car to go to the reception, he took it off to show our best man and maid of honor what I should have done to put it on more easily in the church."

THE DAY after their wedding, the honeymooners ventured over to the Wolfeboro Rail Road for its Winter Railroad Days steam operation. The crew cooperated by coupling their snowplow ahead of 2-6-2 No. 250 for a photo run-by at the bridge east of the enginehouse. The Baileys and several other railbuffs rode the plow to the west bridge abutment, where the bride and groom got off into waist-deep snow and trudged along a path to the frozen river bed before a train passed over the bridge.

"Not only did we wade through waist-deep snow, but snow was still falling, driven by a frigid wind," Fred recalls. "By the time I finished taking pictures that day, my bride had all the warmth of an icicle. But with the valor worthy of a better cause, she accompanied me on the following week-end to the East Broad Top's Winter Spectacular, where we spent two cold, miserable days photographing the action. By the time we left Orbisonia, Luanne was beginning to question my sanity.

"Late one evening we left home for St. Johnsbury, Vt., expecting to get a good night's sleep before getting up to shoot Maine Central's new GE U-boats on the highly scenic Mountain Division. Unfortunately, all the motels in the St. Johnsbury area were filled. So we had to spend a restless night sleeping, or trying to sleep, in Luanne's Pinto, a car not designed as a slumbercoach. To make matters worse, it rained hard. The noise of the rain on the automobile roof, like a thousand mice with St. Vitus dance, kept us awake most of the night. Next day, although barely able to keep my eyes open, I photographed the train and spent the rest of the afternoon at Dwight Smith's Conway Scenic Railroad, getting further drenched by the heavy downpour. All of which comes under the head of having fun with your hobby."

Luanne is a good pianist. She also enjoys knitting, and sewing, and is now in the process of wallpapering a small wall with jigsaw puzzles! She tolerates (that's the right word) her husband's railfanning. Full-blown railfanettes—like the artist Betty Tone Summers, for example—are as rare as female chess players

C.B. Ahrens, Steamtown's master mechanic, finds Fred Bailey a glutton for work who likes to hand-fire even the stoker-equipped locomotives. "If the 759 were to be operated around here on a regular basis, he'd try to hand-bomb her—I suspect for the same reason that some men try to climb Mount Everest, because it is there. Fred is not content to sit back and rest on past thrills."

Outside of his wife, railroading, and photography, Fred's major interests include bowling as well as watching stock car races and wrestling matches. He does very little reading other than the local newspaper and the railroad journals he subscribes to. But he often watches TV, especially comedy shows and sports, and rarely goes to a movie unless a rail feature is billed. He keeps adding to his collection of phonograph records, but seldom plays the stereo.

"While chasing trains," he admits, "I've been known to frustrate my companions by stopping to take a non-railroad shot in a scenic spot. I often use mountains, bodies of water, trees, unusual rock formations, etc., in my rail photography.

Fred's address is P.O. Box 299, Chester, Vt. 05143. The only railroad pictures hung in his small apartment are a Claremont & Concord photo received as a wedding gift, a New York Central plaque he bought on his honeymoon, and an East Broad Top shot he took years ago. He owns about 50 railroad books plus a collection of rail periodicals for the past 16 years.

"I judge a book more by its photo content than its reading qualities," he says. "If two or more books on the same subject are available, I always buy the one with the best pictures."

ACCORDING to Maurice De Valliere, a section man on the Green Mountain Railroad, Fred is a good listener and an almost tireless worker. Like other Steamtown men, his hours are especially long when out-of-town excursions are run, entailing considerable preparation.

"Fred does most of the firing," Maurice tells us. "One Monday in late October 1973, after a round trip from Boston to Montpelier, Vt., with the ex-Nickel Plate 759, the engine and train deadheaded from Boston back to Steamtown, arriving at Bellows Falls around 4:50 p.m. As they swing off the B&M mainline and onto the Green Mountain track I caught sight of him the fireman's seat. He seemed utterly exhausted from the strain of the three-day trip."

Jerry M. Hebda of Bellows Falls, likewise is employed at Steamtown, nominated Fred Bailey for his series of write-ups. He first met our hero in July, 1973.

"I had just arrived at Steamtown to begin working there," he writes. "I headed for the North End, where the active engines for the summer Chester service are maintained. The first trip was to leave within an hour, but the engine was deserted, her fire still banked from the night before. Snooping around, I noticed a few young fellows casually picking at the fire in the 1246 and I thought 'No runs today.'

"Then Fred climbed up into the cab. After listening to a sad story from the fireman on how the fire had gone out, he skillfully raked, scooped, and manipulated the fire—just in time to make the day's first run. Fred takes pride in his engine activities and prefers to hand-fire Steamtown's stoker-equipped Canadian Pacific G-5 Pacifics. This is no easy task when 8 or 10 full coaches are tied on for a trip up 1.5 percent grades to the Chester depot.

"Nowadays he fires only occasionally, since his present duties as assistant to the director allow little spare time for it. One of his jobs is breaking in new firemen. He broke me in, but I prefer the stoker. Fred's hand-firing antics have earned him the nickname 'Back Corners Bailey.' He likes to challenge someone in a hand-firing contest.

"He also does trackwork, most of the track around Steamtown being his precinct, and operates heavy equipment. He does all the locomotive coaling and earth-moving operations. Fred's major fault, as I see it, is to use excessive and sometimes unnecessary force on inanimate objects."

Before coming to Steamtown, Jerry worked on steam locos with Dick Jensen of Chicago and at the Illinois Railway Museum at Union.

Dan C. Brosey of Reading, Pa., began a correspondence with our future *Interesting Railfan* when he wrote for a picture of the Canadian National 1533 as rebuilt for New Hope & Ivyland ten years ago.

Dan writes: "I watched Fred grow and mature as a tolerable rail photographer. He's a quiet, reserved youth with a subtle sense of humor that my sister seems to bring out when he visits us and she feeds him Pennsylvania Dutch meals."

Railroad Magazine has published a New Hope & Ivyland color shot of his on the cover, also a few black-and-whites. Other photos of his have been shown in Steamtown advertising—on brochures, illustrating an article in *Woman's Day* magazine, in the *Steam Passenger Service Directory,* and so on. The Green Mountain Railroad's 1975 calendar featured one of his pictures. Other Bailey pix were used in brochures advertising Green Mountain Railroad steam excursions and in Audio Visual Designs postcards, slide sets, and the like.

Fred is currently co-authoring a book entitled *Trains in Northern New England* with photographer John Krause. It is a picture-story including many of John's previously unpublished photos. Quadrant Press, operated by Steve Bogan at 19 West 44th Street, New York City, plans to publish it this year.

Our hero has never joined any railfan organization, except for a brief affiliation with a local club, because he finds so much bickering and disagreement among club members and because no such group is located near his home, the nearest one being nearly 100 miles away.

Fred Bailey says he is proud to be included in this series of articles which have covered W. Graham Claytor, Jr., Nicholas Morant, and a long list of other notables in our field. •

PHOTOGRAPHS OF THE MONTH

The big red cars are gone, but on this sunny Oct. 15, '50, Pacific Electric 1100, carrying Santa Ana sign, stopped at Artesia, Calif.

Leo Caloia, 14851 Jeffrey Rd. #108, Irvine, Calif. 92705

An unusual use for an old ex-Grand Trunk wood-sheathed caboose which now houses a shop that caters to vacationists who buy cheese on their way through White Mountains at North Conway, N.H., even in the snow in Dec. '75.

Ronald N. Johnson, 662 Highland Ave., South Portland, Maine 04106

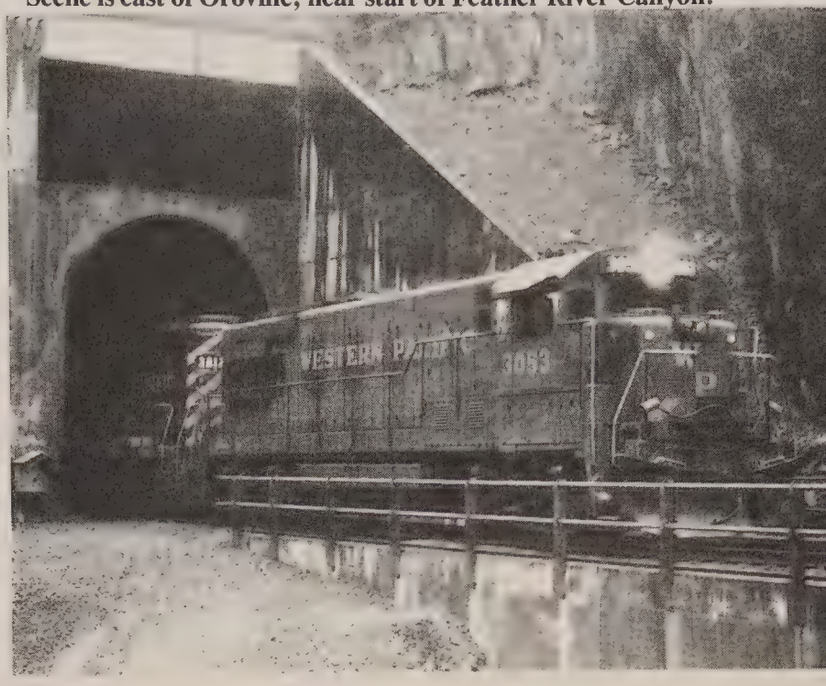
This is the way it used to be on the Belfast & Moosehead Lake R.R. in Maine. Conductor Pat Shaw helps gal up high step into coach. Pat was a jack-of-all-trades. On his morning run he worked various jobs on the trip. In afternoon it was just conductor Shaw.

A Chessie employee and girls watch as crew close hatch after taking water. Engine was serviced and will shortly return to train taking passengers from Hale Farm area in Cuyahoga Valley back to Cleveland after a day of sightseeing on Aug. 17, '75. Engine No. 4070 is owned by the Midwest Railroad Historical Foundation. Group hopes of running trips this summer.

Paul Baumgartner, 315 John St., Clare, Mich. 48617

Chris W. Skow, P.O. Box 312, Portola, Calif. 96122

Western Pacific Extra 3053 East at Dark Canyon, Calif., between tunnels 7 and 8, on a cold, wet November day in 1975. Scene is east of Oroville, near start of Feather River Canyon.

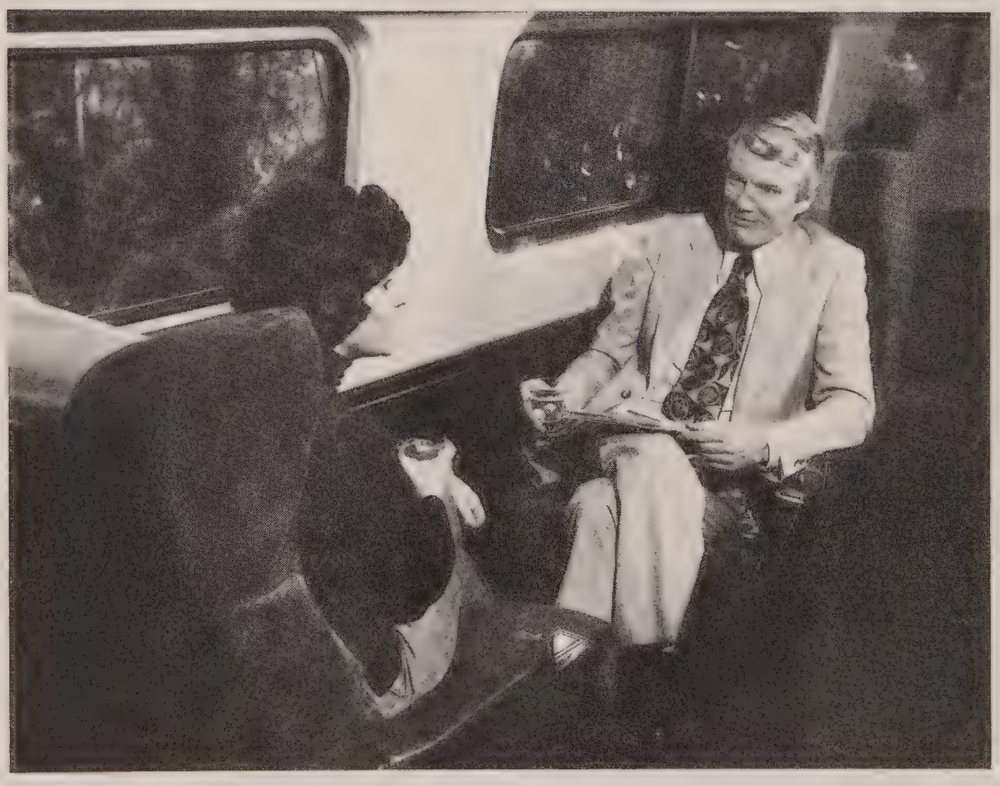


Southern Railway's *Southern Crescent* enroute to Washington, D.C., from New Orleans, La., stops at Greenville, S.C., on August 10, '75.

Charles Freeman, P.O. Box 707, Hartwell, Ga. 30643

On the Silverton Northern, a ' balloon' loop track was built for turning locos or trains at mile post 8.26, about half-mile south of Eureka, Colo. Trains northbound from Silverton turned without running the 4 miles on the 7 percent grade to Animas Forks to use the turnstable. The balloon track was laid with a 30-degree curve having a radius of 194 feet! Wife of Clif Hull, director, Little Rock Chapter, NRHS, is shown walking over old ties on October 6, 1975.

Clifton E. Hull, 203 E. 16th Street, North Little Rock, Ark. 72114



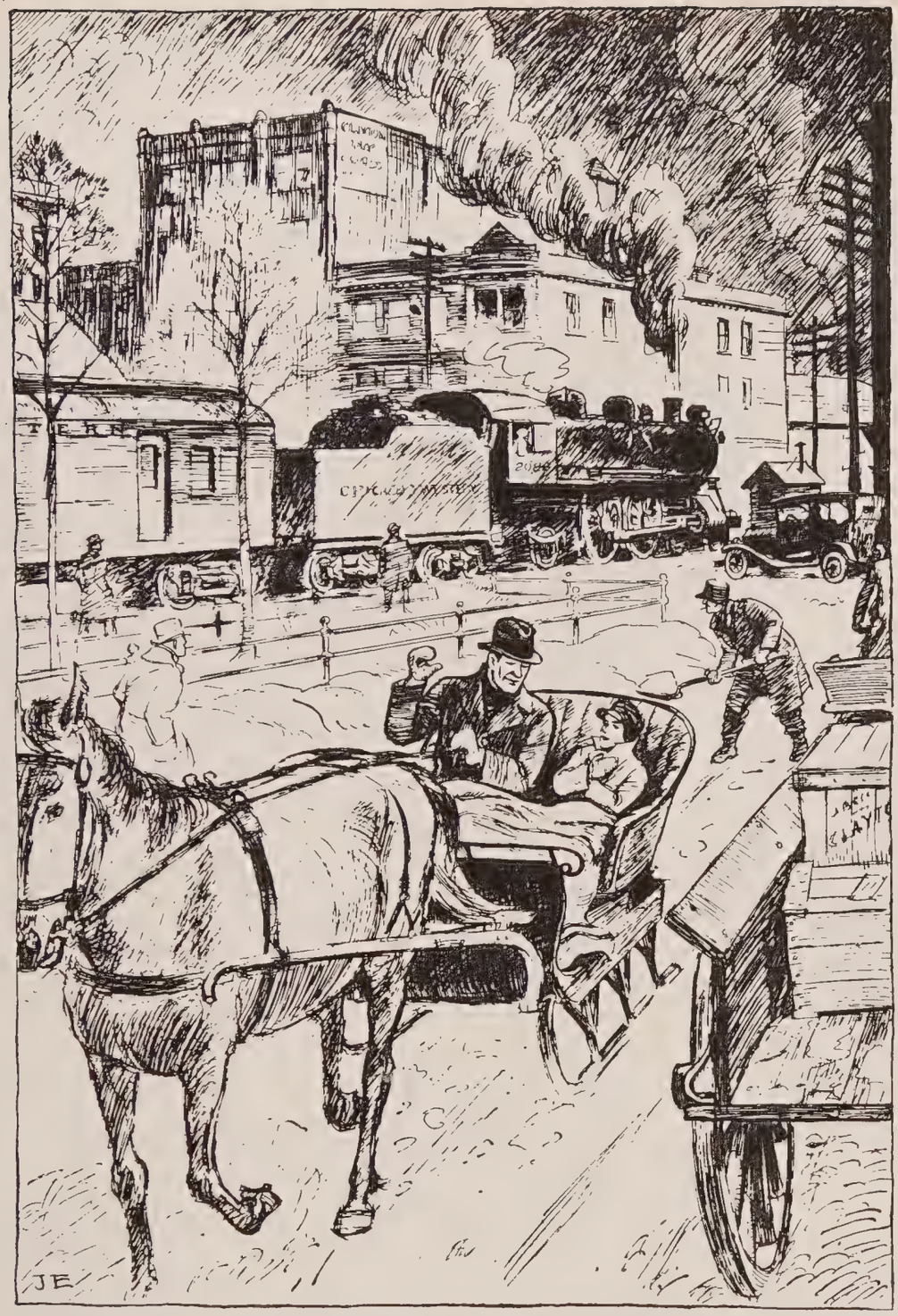
Amtrak's new Amclub cars offer first class passengers comfortable, spacious surroundings in which to eat or relax while enjoying the scenery. The new Amclub cars are replacing older conventional equipment on many Amtrak trains.

Norfolk & Western No. 2083 thunders toward a Luray, Va., crossing with 1st 95, years ago. Archie Stover, shown in tower, controls gates during the day, in spite of N&W running under CTC.

O. Winston Link, 440 Park Ave. South, New York, N.Y.

Wm BALDWIN & SONS
LONG ISLAND MAINE NEW YORK NEW JERSEY
POTATOES
CANADIAN
PACIFIC
CANADIAN
PACIFIC

Cargo that was going overseas or to destinations in Manhattan is shown being unloaded at the Harlem River freight yards and carried by lighter either to New York docks or to ships waiting in the harbor, several years ago. For all the tremendous volume of freight shipped to New York, very few freight trains are even now hauled into Manhattan.



The air was crisp and clear on that day in January, 1913, as Jim Moran drove into Depot Square. "That's Ben Bradford pulling 17," said Jim to his son, flipping the reins. "Mr. Bradford's a fast runner. He'll make Cedar Rapids ahead of the card."

THE MAN UP AHEAD

by John Johns

COAL PILED HIGH on her tender, the Atlantic-type engine backed slowly into the gloom of the glass-roofed Chicago terminal trainshed. Ben Bradford set down his scoop and opened the firebox door.

"It's the last time I'll be coming in here," he said with decision. "I can kiss this old depot good-bye. I've had enough of the Chicago & Western."

Engineer Jim Moran, known in song and story as "the man up ahead," barely heard his boomer fireman above the din of the busy passenger yard.

He peered out the cab window into the blue haze of the station shed, measuring with his eye the distance to the cars that would constitute his train, and closed the cracked throttle. He then pulled in his head and turned to Ben to continue a dispute they had begun at Clayton, western end of the Chicago Division, 140 miles distant.

"But why do you have to quit? I thought you'd learned your lesson."

Ben stood still with the long clinker hook in his hands. "What lesson? If you mean the meals I missed, that's nothing. A boomer has his ups and downs. It's part of life. Sure, there was times when I was broke. But what of it?"

"A rolling stone. Hungry and homeless most of the time."

The wanderer laughed. "Can I help it if I get itchy feet and like to travel?"

"You have a good job here, Ben—a regular passenger run and a chance to become an engineer. You're getting older every day. A few years more and you'll be too old to land a job firing."

Jim glanced out the window. A car inspector stood at the baggage car, the head end of Number 19, the West Coast Express, signaling him to couple on.

With a cushioned jolt the buffers met. There were eight cars. When the 4-4-2 moved forward to test the coupling, the inspector bellowed, "Okay," and disappeared into the

space between tender and baggage car to couple up the air and whistle hoses. The engine pump raced and throbbed, accompanied by a long shrill peep from the communicating whistle. Soon the inspector reappeared, struck the tender a resounding blow with his hammer, and grinned at Jim. After signaling for the hogger to set up the brakes, he walked back along the train.

The noisy trainshed, filled with smoke and steam, was hot and stuffy that early Wednesday evening. Jim stepped down from his platform, edged around Ben, who was hooking over the fire, and dipped up a drink of water from the cooler, packed in ice in a wooden container on the tender. A minute later he refilled the tin cup and watched his companionat work.

The two men were about the same age, thirty, and Jim was a six-footer, slim-waisted and broad-shouldered. Ben was almost as tall but somewhat thinner, with a touch of gray about the temples. Booming through the years had exacted its price.

The fireman pulled out his hook, tossed it back against the coal gate, and slammed the firebox door.

"Yeah, sure, I got a regular passenger job, but what's that?" he scowled. "I've been on this pike over three years. On a lot of other roads I'd be a runner by now. If I stick here I'll have to wait a coupla more years before I'm set up. Nope, I'm not waiting."

"You'll be sorry some day," Jim predicted, filling his briar pipe.

"Sorry for what? You've been banging around here since the Debs strike of 1894 and what have you got? The extra list! If it's cut by only two men, you'll be back on freight. Why, hell, Jim, you'll be another ten years before you hold a regular passenger run. Out West things are different. Why, I . ."

BEN OPENED the firebox door, squinted at the flames. At that instant someone struck the tender on Jim's side of the cab. The engineer glanced down.

"Okay!" said the car inspector, standing in the six-foot space between the tracks, idly swinging his hammer.

"Kay-o," Jim nodded, waving his gauntleted hand.

Ben busied himself with his fire, and the hogger enjoyed his pipe while waiting the few minutes before departure time. Presently the dim old train-shed echoed with cries of "All aboard!" Ben leaned out his window and looked back along their train. The communicating whistle in the cab peep-peeped.

Ben pulled in his head and announced, "Highball!"

With the slack bunched, Jim grasped the throttle and gave it a notch, his free hand working the rail. The exhaust boomed. Gathering speed with each revolution of the wheels, the Atlantic snaked the fast express through the gleaming network of yard tracks. A last lurch, off the ladder, now the main. Clear signals!

Jim adjusted the reverse lever. His engine settled to her gait. Back yards of houses lined the railroad embankment. Through open windows the engineer caught glimpses of suppers being prepared and eaten in many homes.

Then on over the bridge! The West Coast Express flashed by a street car crowded with workers homebound from the day's toil. Now the train was passing the factory district. Rows of drab-looking houses with wash hanging on lines in rubbish-littered back yards. Slatternly women, prematurely aged by poverty, stood at doorways or leaned out of windows, some calling to children at play in the cobblestoned streets.

On sped the train, through the outskirts of Chicago itself and into the suburbs. Here the right-of-way was built on level ground. Streets in the smug little communities were wide and tree-lined. Instead of edging close to the railroad, the dwellings were set back some distance and surrounded by well-kept green lawns—almost too well-kept—and flower gardens riotous with color.

Each place seemed to have a stable on the property. It reminded Jim of his own modest stable at home in Clayton, and his roan mare, Cleopatra, and the many nice buggy rides through the countryside he'd enjoyed with his wife.

As far as Desmond the Chicago & Western was four-tracked, and on the rails adjacent to those used by the West Coast Express an accommodation train out of the big city was slowing for a station. Jim roared by the five-car local of wooden open-vestibuled coaches, through the windows of which he could see passengers reading newspapers.

Passing through the depot ahead of the slower train, he glimpsed an array of carriages waiting at the plaza to carry commuters home. In some of them sat ladies, attractive with white summer attire and flaunting parasols, obviously expecting someone to arrive on the local.

Jim reached for the whistle rope and blasted his way through the fashionable suburb. On the slope of a rolling hill he saw a country clubhouse. Croquet sets lay deserted for the night. On they swept, town after town. For twenty miles Jim Moran swung the fast nonstop express through a dozen or so suburbs. All of them followed the same general pattern. Neat residences, green lawns and well-trimmed shrubbery. Here and there cast-iron figures of animals, sometimes a naked Diana or an Indian dotted the grounds.

BEN BRADFORD banged the firedoor shut and stepped over to the right side of the cab. He looked at his big open-faced watch.

"Boy, a minute to the good!" he cried. "And we're pulling an extra sleeper, too!"

He grabbed the whistle rope and blew for a grade crossing. He squinted at the setting sun, a ball of molten fire. Shadows were

lengthening. In the fields he saw boys—and sometimes adolescent girls—driving cows home. In farmhouse kitchens, wives were cleaning supper dishes. Now the air grew sweeter. It was neither the soot-laden city stench nor the faintly promising breath of the suburbs. Jim, born and raised in a rural town, had always loved the wholesome smell of country air.

Star Lake. He held down the whistle rope. In a cloud of steam, smoke and dust he whizzed on through. The opera house was ablaze with lights for some kind of evening performance.

Halfway to Omerville a farmhouse stood near the tracks. As Jim sped past he caught a glimpse of a buggy at the gate, and a bearded man with a black satchel hurrying up the walk toward the house. The engineer beckoned to Ben.

"There goes the doctor," he said, "I guess today's the day."

Ben grinned. "Yeah. I bet that young farmer will be glad to have a kid running around. Must be damned lonely living there, just him and his wife."

"That fellow worked his forty acres like he was a whole crew of men," Jim went on. "Remember how run-down the place used to be?"

The fireman nodded.

"He's been living there three years last March," Jim explained. "I was going east on Twenty-two the day they moved in. It was cold that day. I saw the local's crew unload furniture from a boxcar and carry it into the house. They took an organ through the front door."

The West Coast Express was speeding along at fifty miles an hour. The Atlantic's exhaust was a steady roar. Reaching the whistle cord, Jim blasted for Somerville. Once more Ben was standing behind him. They saw a cluster of dwellings and a weather-beaten wayside station. The hogger pointed to a small blue and white house surrounded by a white picket fence. The porch was vine-covered. In the twilight a buggy was barely discernable. A grayish horse, hitched to a post, was nibbling at grass on the edge of what was supposed to be a sidewalk.

"You can tell it's Wednesday night," Jim chuckled. "There's that young fellow again. He's been courting that girl for—let's see—I guess it'll be two years by now. I've seen her plenty of times. She's tall and pretty as a picture."

Raven next; and as the train rolled around the curve, Jim glanced to the rear. Their dining-car was brightly lit up. Pulling back his head, he waited for Ben to put a fire in the engine.

Then he said: "Our diner seems to be packed tonight. The sight of it makes me hungry. I didn't eat much in Chi. The wife will have fried chicken for me when I get home to Clayton."

"Mamie's a good cook," said Ben Bradford, who had often been invited to their home for meals.

BOTH MEN lapsed into silence. Jim leaned over the window sill, exposing his face to the rush of air created by the train. At length he announced, "Desmond!"

Ben stuck his shovel in the coal pile, turned on the blower, and half-opened the firebox door. Jim pushed in the throttle. His hand felt for the airbrake handle. He pinched on the brakes, preparing for the station stop.

Their train had glided into the depot. The platform was alive with passengers and townsfolk. Plenty of good-looking girls. Gaging the distance and speed, Jim expertly came to a halt with the tender spotted at the water plug. As usual, baggage trucks were pulled alongside the baggage car. Hotel stage drivers scrambled for customers. Newsboys cried the evening edition of the Desmond Times.

Jim bunched the slack, while his fireman climbed back over the coal to let the panting 4-4-2 take water. The engineer lit his torch, picked up his long-necked oiler, and descended impressively to the ground. Having reached Desmond five minutes ahead of schedule, Jim now had ten minutes before departure. He liked to accumulate a margin of time in the event that something might be "warm" on the engine.

The station platform was barely long enough for eight cars, so the Atlantic rested just beyond its cinder-filled area and yellow lamp-glow. The racer seemed impatient to get going again. Her pump throbbed and steam whistled shrilly. Gathering night was stabbed by a sharp gleam from the firebox door.

The large oil headlight, beset with fluttering white moths, cast a limited beam on the rails. Outside its penumbra lay the broad prairie, teeming with crickets, fireflies, and katydids. The croaking of young frogs poured in a steady stream from a pond or swimming hole in the gathering darkness.

Jim Moran, inspecting the Atlantic from main pins to journal boxes, carried the blazing torch high above his head. Torch light brought into vivid relief the 4-4-2's sleek contour and attested the responsibility felt by the overalled figure to whom passengers referred as "the man up ahead." His engine! At every opportunity Jim personally tended his charge, saw to it there was no failure he could prevent.

"All aboard!"

Conductor Bloomfield twirled his lantern in a highball signal. Jim reached for the whistle rope and blew two short blasts. Then he notched back the throttle. As booming exhaust hurled defiance at the road ahead, the Atlantic walked the train out of the station. Ben built up his fire. Then he crossed over to the right side.

"That's a neat little trick," he told the hogger. "You pull out of town without having to take slack."

"I have it bunched," Jim explained. "Learned that from Joe Cramer."

Joe Cramer was the first engineer he had ever fired for.

JIM RE-ADJUSTED the reverse lever, and soon exhausts were short and followed one another in

quick succession as the express picked up speed. Night had fallen. A clear, warm, luminous, summer night. Stars studded the dark blue sky. Gleams from oil lamps in farmhouses dotted the quiet countryside.

After nine, when the express thundered through Plainville, the village was deserted. A green-shaded light burned in the telegraph office of the wayside depot. Jim peered into the darkness that veiled Orchard Street.

Later, when Ben was standing behind him again, the engineer said: "Funny, there was no light in that house tonight. I think this is the first night it's missed in about eight months."

"You mean that place on Orchard Street, back in Plainville?" Ben replied.

Jim nodded. "Yeah, I often wonder what it was." After a pause, he added nostalgically: "You see a lot of life when you're running an engine."

"Who knows? It could be a young fellow studying law or medicine. I always give an extra long pull on the whistle when I pass that house."

"So I've noticed."

Thus the miles drifted by. Arriving at Clayton, his home town, Jim Moran uncoupled the engine and ran her to the receiving track, inspected her, and left her there. Leisurely he and Ben walked into the roundhouse office. The express left town with a fresh power. It rumbled by a short distance from them. Ben tarried a couple of seconds to watch it. Then he rejoined his friend.

Filling in the work slip, Jim had it signed by the clerk and then requested to be marked up on the extra board. His mind was on Ben. Jim did not want his boomer fireman to quit the Chicago & Western, and stalled for time to talk him into staying. Maybe a little outing would do the trick.

"I say, Ben," he invited. "What do you say we go fishing tomorrow?"

"Why, I— Sounds pretty good, Jim."

"Fine!" the engineer went on eagerly. "We both need a couple days off. Let's take along some grub and rough it. I know just the place."

"Okay with me." Ben turned to the clerk. "Hey, Clyde, put a man on my job for a couple days. We're scheduled off tomorrow anyhow. Yeah, for two trips." He slapped Jim on the back. "Pal, that was a swell idea!"

Jim also reported off; and the two men left the office together in a happy mood.

EARLY the following day, before the blue morning-glories had folded under the hot sun, Jim went to the stable in back of his house on East Street, hitched his old roan mare, Cleopatra, to a red-wheeled buggy and drove off. Mamie waved good-bye from the honeysuckled front porch. The engineer was in high spirits. He headed straight for the boardinghouse on Depot Square where Ben was staying, and picked up his friend. Their next stop was Rock Creek twenty miles away on a pleasant country road.

That was Thursday. For two joyous days in the sun and shade and one night under the scintillating stars they lived the life of Riley. The weather was perfect. Heading the menu was brook trout, just out of the stream, fried a delicious golden brown over a campfire, and garnished with fresh watercress and fried potatoes. These viands were topped off by generous cuts of Mamie's apple pie and washed down with steaming hot coffee.

Even Cleopatra, loosely tethered, took things easy. Resting in the shade, she nibbled green grass and choice shrubbery to her heart's content.

Late Friday afternoon the comrades packed their simple equipment and the remainder of their large catch of fish into the buggy and started back to Clayton.

It was June. The countryside was lush and the day cloudless. Somewhere, beyond the skyline, a train whistled. It came like the voice of an old sweetheart.

Jim, smoking reflectively, removed the pipe from his mouth and said: "Nothing can beat the sound of a train whistle."

Nothing," Ben agreed. "I wouldn't want to live in a world without railroads."

"Me neither."

AT LENGTH, the mare turned into the Moran driveway on East Street. As the engineer climbed out of his buggy, Mamie came down the back stairs from the kitchen to greet him.

"Hello, Jim, did you catch any fish?"

"Did I catch any fish? You should see." He proudly opened the basket and displayed its finny contents. "Trout," he announced. "Ben and I didn't do so bad. We ate a lot of 'em, too."

Mamie smiled at her husband. She looked so pretty that Jim hugged her shoulders over the fish basket.

"You should get married, Ben," he said. "Nothing like settling down with the right girl."

"You won't be waiting long," said Mamie. "A phone call came while you two were away. Somebody named Clyde in the roundhouse. He was trying to get in touch with you. Said you're up for promotion. Fifty firemen will take

the exam, and you're number twenty-nine on the list. Congratulations, Mr. Bradford!"

"Me—up for promotion?" the fireman yelled, dancing a jig. "That's wonderful! Promotion at last!"

"After you pass the exam," said Mamie.

Jim smiled. "You'll pass easy, Ben. You'll make a great runner."

"It's what I've always wanted."

"Wait a minute, though," Jim blurted out. "Didn't you say you were quitting the C&W?"

"Not me," said Ben, "Some other guy."

Some oldtimers remember when Congress passed the Hours of Service Act and the President, "Teddy" Roosevelt, signed it. Even before it went into effect, copies of the sixteen-hour measure—"hog law," the boys called it—were posted in yard offices and crew rooms.

Now that this and the Safety Appliance Act had been put on the books, guaranteeing physical protection for the men, the Brotherhoods turned their attention to wage problems, and soon the dual basis of pay was adopted. Road crews were compensated in hours or miles, whichever was more.

Then railroad managements, on the plea of efficiency, began laying more emphasis on the use of big engines to cut down operating expenses and boost the dividends of stockholders. With the C&W this move took shape in an order for Consolidation type freight power. Fifty tons heavier than the road's Ten-wheelers, the new locomotives had 63-inch drivers, a boiler pressure of 190 pounds to the square inch, huge cylinders, and high tractive effort, so they could "pull anything."

When these giants of the rail made their appearance they were numbered in a new 2400 class. The 2405, coupled to a long heavy-tonnage drag, was sent on a test run from Chicago to Clayton. The division's master mechanic and traveling engineer rode the cab that trip, while a trainmaster went along in the caboose. But the trial was a flop. Four drawbars were yanked out. Despite this delay, the train managed to crawl into Clayton before expiration of the sixteen-hour limit.

A report on the test was filed away in the company's secret archives. No official word was given out as to whether or not 3000-ton drags were practical. Additional machines of the 2400 class continued to arrive from the builders and were put to work hauling forty-car trains.

These were not the kind of trains to which Jim Moran had been accustomed. Each year the cars seemed to grow in length and capacity; and when steel began to be used instead of wood in fabricating them, the cars themselves weighed more. There was no doubt about it, the engines were pulling heavier loads.

SHORTLY before Thanksgiving Day in 1910 Jim was the successful bidder on trains 28 and 29. Men older in seniority has passed them up, but to Jim they represented his first regular passenger run, a big moment in his life. He hurried home to share it with Mamie.

"From now on," he exulted, "I won't have to worry about the callboy ringing our bell at any hour of day or night. With a train of my own—"

"Two of them," smiled his wife.

"That's right, two different trains. I work every other day—make a round trip to Chicago and then lay off a day. That gives me plenty of evenings at home."

It turned out well. Pulling Number 28, the Chicago accommodation, Jim left Clayton at seven p.m. east-bound and made every stop enroute to the Windy City, which he reached at midnight. He then had time to run his engine to the house and eat a meal before registering for 29.

The westbound departed in mid-afternoon. It consisted of three baggage cars loaded with newspapers and express, two Railway Post Office cars, and a coach for the crew and the few passengers who had missed The Owl. Besides station stops, Jim slowed down at a few crossroads and hamlets to make deliveries. It was 8:40 a.m. when he pulled into town at the end of his run.

In 1911 the newly-installed track pans on the Chicago & Western were finished and cut in for service. During the months that immediately preceded this step engines coming out of the shops had their tenders equipped with scoops. Now, instead of making water stops, losing time at plugs to replenish their supply, the crew would lower their scoops and pick up the water while traveling at about 30 miles an hour. Stationary signals some distance from the pans told the men when to lower and raise the scoops.

Several weeks elapsed before crews got used to the new contraption. Upon approaching the track pans, the engineers would bellow orders to their firemen to get busy. One of the firemen's duties was to work the scoop, the earliest of which were operated by ropes. Sometimes a runner would order the lowering before the engine was over the pan, or a fireman in his anxiety to get water would pull down the rope too soon, in both of which cases the scoop was violently knocked off. Thus, with one improvement after another, the months and years marched by in even succession.

LATE ONE WINTER AFTERnoon the mercury dropped ten degrees and snow set in. At night a strong wind howled around Jim's train, beating white flakes against the cab windows, as the Chicago-bound express fought her way to the big city. Jim was glad to pull into the old glass-covered trainshed and hurry over to his favorite hash-house for a hot meal of beef stew, apple pie, and coffee.

Afterward, while arc lamps at the terminal were sputtering and

swaying on their long cables, he gave his engine, an Atlantic type numbered 2088, her final inspection and oiling. His cab window closed, he was waiting for the signal to test his air when a voice called up to him from the station platform. Pushing back his window, the runner gazed down to find an old friend of his, Elmer Banks, in a greatcoat, standing below him. Elmer was now a passenger conductor and very proud of it.

"I thought I recognized you, Jim said. "You followed me on freight, and now you're on my tail over here on the Starlight Limited. Guess I'll never be able to shake you."

Elmer asked: "How do I look in the gold braid and brass buttons?

"The way you're bundled up, I can't tell," Jim replied, closing the window and climbing down to the platform. Extending his hand, he added: "Congratulations, pal, even though I don't know what you look like."

A moment later Elmer had wriggled his overcoat off. With the coat on his arm, he inquired: "Well, what d'ya say now?"

Jim went through the motions of a critical appraisal. He had to admit to himself that the blue swallow-tailed coat, with gold braid, was well fitting and made Elmer an attractive figure; but the hogger did not express that opinion aloud.

Instead, he chuckled: "Pretty good for a hand-me-down. How much did it cost you?"

"Hand-me-down? Why, you damn fool, I had this swanky outfit tailor-made for me especially!"

"Whoa!" Jim slapped his pal on the back. "Okay, you look like a million dollars."

"That's better," Elmer nodded. "Damn it, Jim, after all these years I still don't know when your're serious."

The engineer placed a hand over an ear. "You forgot to tell me what kind of train I'm pulling."

"You've got your limit. Eight cars—"

"Seven is our normal consist on the Starlight," Jim interrupted. "What's the other car?"

"An extra Frisco sleeper. Overflow off the Rocky Mountain."

"A helluva night to slip me another car! We'll be heading into a blizzard, and even the regular consist would be too much. Doesn't the weather mean anything to them? You'd think the night chief dispatcher would have brains enough to cut down on the size of our trains!"

JIM CLIMBED into the cab of the 2088 as the communicating whistle peeped a signal to him to release the airbrakes.

The fireman, Archie Smith, tossed coal onto the fire, slammed shut the firebox door, crossed over to the right side of the cab and asked: "Say, Moran, how much steam do you think I oughta send back to 'em?"

Jim considered. "Well, we've got eight wagons and it's a bad night. Better give 'em the limit."

"I've got thirty now."

The runner shook his head. "We're standing still in a terminal away from the wind. When we get going out in open country and the gale hits 'em, it's gonna be damned cold. I don't want to freeze this train."

Archie strode to the gangway, glanced back alongside the train.

"Looks like a tight steam-line," he reported. "I don't see any leaks. We can't let 'em have all the steam. We gotta save some to run the engine."

"Tell you what, when we start you give them another ten pounds and see how it goes. If they need more, the skipper can blow for steam."

Watch in hand, Jim waited. A few seconds before two o'clock he pushed back his window and leaned over the arm-rest. His gaze was fixed on his conductor friend standing at the steps of the smoker. The car inspector had okayed the train. Jim was waiting for the signal to leave town. The last baggage truck pulled away from the baggage car, the platform was deserted.

Elmer bawled, "All abo-o-o-ard!"

The grilled iron gate slammed shut. The skipper turned toward the cab and signaled a highball.

Jim reached for the throttle, while Archie pulled on the bell rope. The glass-domed trainshed resounded with thunder as the Atlantic's exhaust began to blast and the Starlight Limited slowly moved out into the yards. There the northwest wind struck the express in its full force. Steam and smoke belching out of the stack drifted down, back along the boiler, into Jim's face.

Whirling flakes of snow created a heavy fog which impaired visibility. Jim sat at his half-opened window. The sharp stinging gale cut like a knife at his exposed face. He crouched forward, hand on the throttle.

Peering into the gloom, he picked out the signals set for him and mentally calculated his route across the maze of track. A semaphore blinked. The throbbing, pounding 4-4-2 lurched as she took the switch. Another blob of light, another crossover! Lumps of loose coal rolled down onto the steel apron.

When Archie opened the firedoor, a wave of heat warmed the half of Jim that was in the cab. If only he could turn from the window a moment and bask in the bright shaft of heat! But just ahead lay a signal tower.

The engineer felt his way. With vision obscured by snow, he realized the semaphore bridge would look suddenly out of the night. He was running on caution signals and had to be prepared to stop at each signal should the indication be against him. Experienced in passenger service, he knew that only dire emergency would excuse his making a sudden stop.

SQUNTING into the wind and snow, he glimpsed the signal. The engine again lurched in taking the crossover, then steadied herself and boomed ahead. The last signal tower in the Chicago yards. Ahead stretched the main line. With a sigh of relief Jim pulled his head back into the cab and

notched the throttle to get a roll on the heavy, dragging train.

Archie banged shut the firebox door and scowled: "Feels like we're pulling the station."

"We're sailing against the wind," Jim declared. "She'll roll once we get her warmed up."

"I'd better give them that ten pounds now, eh?"

Jim glanced at the steam gage. The needle pointed to a full head. A plume of white, feathery steam from the half-lifted safety valve trailed over the roof and into the cab.

He said: "You can stand it. She's ready to pop now."

The fireman climbed up and turned the valve on the "nigger head." He moved it slowly, carefully as a miser doling out pennies. He watched the gage which indicated the pressure of live steam being sent back to cars in the train to heat them. The instant his pressure registered a gain of ten points he set the valve. Tonight he was not only firing a locomotive but also supplying heat to a train. Both required live steam, direct from the boiler.

Jim knew what to expect. But even if he had to be an hour late into Clayton he decided the passengers must be kept warm. He got a swing on the train and then adjusted the reverse lever. He aimed to save his bakehead as much as possible rather than the Johnson bar. He'd give her steam but feed it to the cylinders through narrowed ports.

Roaring through Chicago a few minutes after two a.m., Jim looked from his cab at the cold, windswept, deserted streets. The only moving objects he could see were a sweeper valiantly struggling to clear the trolley tracks and wagons carrying the U.S. mail between post offices.

On went the Starlight Limited through the white-mantled suburbs and then West Canton and the prairies. Wind moaned and whistled as they passed the sparsely settled towns.

Archie pushed open his window, glanced back along the train, and drew his head into the cab. Flicking snow off his neck and cap, he said: "That snow's as fine as sand. And piling up like hell, too."

"I'm glad we're headed for home,"

"I'll be gladder when we get there."

The train pulled into Star Lake, their first scheduled stop. The wheels had barely ceased turning when conductor Elmer Banks came ahead. Wrapped in his heavy coat, head inclined against the wind, he called up to Jim: "What's the matter with the steam?"

"Why, nothing that I know of," the engineer shouted back.

"The cars are cold and the passengers are complaining."

Jim cast a searching glance toward the left. "Archie, how much steam are you sending back?"

"Still forty," came the answer.

"Fireboy says you're getting forty pounds," Jim said. "If you want still more we'll give it to you."

The skipper glared at Archie. "You're not fooling with that steam, are you?"

"What the hell do you mean?" Archie retorted. "I set that valve when we left Chi and I ain't touched it since."

"Maybe there's a leak," said Jim.

"No, you can see for yourself," replied Elmer. "Better send some more steam."

The engineer turned halfway around. "Archie, give him ten more."

Muttering to himself, the fireman grudgingly twirled the heat valve.

ELMER strode toward the smoker, with his lantern swinging a highball as he walked. Jim whistled off and notched back the throttle. The 2088 moved a few yards, and stopped. Jim had the slack bunched. Now he stood up, pulled back the reverse lever, and sent the engine against the train.

Again the slack bunched. Putting the reverse lever into forward motion, he eased on the throttle with one hand while he worked the sander with the other. Once more the engine surged ahead. The high driving wheels lost their grip on the icy rails and began to slip. Exhaust roared, shooting live coals into the sky, and drivers whirled. Jim hastily shut off steam.

Four times the hogger pushed the 2088 against his train to bunch the slack before he met success. At length as he pulled away from the little frame station at Star Lake in a swirl of snow he dug out his watch. Nine minutes lost!

Archie tossed some coal on the fire, slammed the firedoor and edged over to the engineer's side.

"I thought we'd never get started," he said glumly. "Too much train, too little engine. And the brains squawking for more steam. Say, he doesn't have to make it."

"Banks knows that. But he can't let the passengers ride in refrigerator cars."

"I ain't no magician. I'm giving him what I've got."

Jim filled his pipe. "You're giving him only fifty pounds. If you had to, you could give him the limit—"

This remark annoyed the fireman. "Give him all I got, eh? And us stand still? And what about the steam hoses, Moran? Why, it'd blow 'em to hell!"

Jim said patiently: "I didn't tell you to let him have that much pressure. I only said you could if you had to. Understand? I've known the hoses to stand for as much as a hundred pounds without bursting. So you're still far from the limit."

Expertly Jim wheeled the train on and on, despite the storm gaining intensity. Whistling through Somerville, he reached for his watch and learned that he was barely making his scheduled running time. Between Somerville and Raven the communicating whistle in the cab peeped six times, a signal to increase the steam pressure. Archie stuck his shovel in the coal pile and turned to Jim.

"What the hell does he want now?"

"He's blowing for more steam," said the engineer.

Pushing open his window, Jim looked back along the train. But he couldn't see beyond the smoking-car. Suction caused by the speed had created a cloud of smoke. The fireman made the same inspection, with no better results.

"Give them another ten pounds," the hogger advised. "When we stop at Desmond we'll look the train over. There must be a leak somewhere."

Again Archie climbed up and turned the valve, grumbling to himself. Sixty pounds of live steam was now being used to heat the cars. As Jim whistled for Raven, the bakehead was working harder than usual. Jim watched him reach for the chain, open the firedoor and, with the other hand, manipulate the loaded scoop to position near his feet, where he could grab it and deftly spread fuel into the roaring white-hot maw.

Aware that firemen resorted to such methods only when steam was low, the engineer leaned over to look at the gage. This glance confirmed his suspicion.

Archie stuck his shovel into the coal pile and stepped over to the right side of the cab.

"She's got away from me," he panted. "I'm doing my best, Moran, but the damn needle won't walk around. We'll have to stop and blow her hot, or else shut off the steam-line. I'm telling you because I won't sneak behind your back and do it."

Jim pondered a second. "No, don't fool with the heat. The weather must be 'way below zero. We'd freeze the train. I'll slow down, take it easy into Desmond."

Jim pushed in the throttle to roll along at twenty miles an hour. He realized that he'd lose time, drop precious minutes he could not recover. But the reduced speed would use less steam and enable them to get into Desmond without having to stop and "blow her hot."

BEHIND schedule an additional eleven minutes, Jim Moran pulled defiantly into Desmond and swung down from the cab. Conductor Banks quickly came ahead to learn not only why there was so little heat but also why the Starlight Limited had lost so much time.

"We're twenty minutes off the card," he growled. "What excuse can I give?"

"With this weather, Elmer, it won't be too hard to find something to put down for a delay."

"But we've got a passenger train, and everything has to be on the line," the skipper retorted. "Besides, a hundred people are hollering for heat. If some of them write it up, there'll be hell to pay."

Violent wind howled down the station platform. Elmer's lantern was almost extinguished and Jim's torch flickered.

"We've had low steam from Raven over," the engineer stated. "I had to take it easy or stop and blow her up."

"Oh, so that's why we're not getting steam in the cars?"

Jim shook his head. "We've been giving you plenty of steam. It must be a bad connection—"

"There isn't a blow anywhere on the train," Elmer countered. "The smoker is warm and then the heat ends. The flagman says no steam is coming out the rear end. Says you're not giving pressure enough to send it all the way back—"

"I've got sixty pounds on right now," the fireman cut in.

"Yes, and I'll prove it to you," Jim added. "I know more about passenger work than you do. Come on; we'll trace that steam."

Elmer hesitated. "What will you do?"

"I'm gonna inspect this rattler."

"You mean you'll lay here and lose more time?" There was panic in Elmer's tone. "The dispatcher will be wild—"

Jim faced his friend angrily. "Yes; and what's more, I'm not leaving here until this steam question is settled."

Reluctantly Elmer followed Jim toward the rear end. The flagman was standing a short distance from the last car.

"We've got the steam all right," he said. "You oughta seen the water come out. Reckon that gang on the head end had the steam shut off."

Jim strode up to him. "What the devil are you talking about? If you knew your business you'd have tipped Banks off to the trouble."

Elmer turned to the engineer. "Why, what's wrong, Jim?"

"Pal, this side of railroading is a lot different from freight. Any old-timer would look the train over before blaming the man up ahead. While an engineer works with his fireman, he wouldn't conserve steam at the expense of freezing a train. If one or two rear cars froze up we'd lose an hour thawing them out."

He paused a moment to put his pipe into his mouth and draw on it. Then he continued:

"Let me wise you up on a few angles. Next time you have a passenger train and no steam is coming out the rear, first look for a turned valve between the cars or whatever spot you think the steam ends. When you have steam blowing out the rear end, the trainline is all cut in."

"Yeah, you fellows shoot back the steam just before you make a station stop," the flagman snarled.

Jim paused to think up an appropriate reply but decided it was useless. Besides, half of what the flagman had said was true. Some firemen low on steam did play with the heat valve. He spoke to Elmer again.

"Now then, the next step is to look for a blow. There's a loose hose connection in this train, sure as hell, but we can't see the blow because we're stopped and the slack is in. But soon as we start we'll stretch them out and make the loose connection. All right! I'll pull ahead slowly. You stand and watch them go by."

"You won't leave me, will you?"

Jim laughed. "No, no, no! I'll be looking for a signal from you."

ENGINEER and conductor hastened ahead. While Elmer pulled up his coat collar and stood beside the baggage car, Jim climbed into the cab and told Archie what he aimed to do.

"I hope you shove the proof down their throats," the fireman growled. "After the way I worked, to have them say I wasn't sending back any steam!"

The runner had to take slack three times before he managed to get the train moving slowly ahead. Hand on the throttle, he looked back, his clear blue eyes on Elmer's lantern. The Starlight had traveled half a car-length when Jim saw a cloud of steam blowing out from between the smoker and first coach. The skipper swung him to a stop.

Bolting down from his cab, Jim hurried to the spot and found the baggagemaster already in between the cars. Elmer acknowledged it was a bad leak.

After the hoses had been recoupled, Jim suggested that his friend remain at the spot and make sure everything was okay before they left town. At that moment the telegrapher approached them, saying:

"The dispatcher wants to know what in hell's all the delay? He asks if anything is wrong, and what happened between here and Star Lake."

"A hose parted," Elmer replied. "We'll explain it at Clayton."

Jim strode to his Atlantic-type engine. He looked at his watch. Thirty-eight minutes off the card! Once more he had to take slack several times. Moving slowly ahead, he caught Elmer's highball. Instantly he whistled off. As he roared out of town he consulted his watch again. Forty-two minutes late!

The safety pop on the 2088 lifted. A white geyser of the precious but now excess steam shot skyward.

Archie inquired: "Guess I can let them have sixty, eh?"

"Set it at sixty. Mercury's below zero and they'll need heat. Now it won't be blowing away on you."

Jim realized what a tough assignment his fireman had in supplying the train with heat at the same time he was maintaining boiler pressure, in the face of a blizzard. He knew, too, that the lateness of the Starlight was no fault of Archie's. And as much as Jim desired to adhere to schedule, he would not "rap" the 2088

The wind shrieked wildly blowing the snow into an icy, bitting curtain of white. Between Desmond and Valley View, Jim dropped another six minutes. The operator, overcoated and mufflered, yelled to crew, "Dispatcher wants to know why the delay?"

Between Desmond and the town of Valley View, his next stop, he dropped another six minutes.

The operator, overcoated and mufflered, appeared under his cab window, yelling to be heard above the gale: "Hey, Moran! Dispatcher wantsta know why ya lost another six minutes."

Jim retorted: "He does, does he? Well, you tell him that I said too much train and too little engine."

The op grinned. "Say, that's pretty good! D'ya think he'll get it?"

"Sure, he will—after a while. And tell him I said to stick his bald head out the window and take a peek at the night."

Conductor Banks twirled a highball; and Jim, having taken extra slack, notched back the throttle with determination. He was aware that Valley View, on the ascending grade westbound, was one of the division's toughest spots for starting a train, especially a heavy one like the Starlight in stormy weather, but he clenched his jaw and set to work.

That night Jim took slack seven times. On the last try he had taken so much that he had moved the train. He banged ahead, holding his breath, hoping he'd not break a knuckle or pull a lung. He had been rough and he knew it. At one time he was almost resigned to admitting defeat and wiring for a pusher.

WHEELING the Limited through the wild night, Jim reflected on his wise-crack in reply to the dispatcher's query. Suddenly it dawned on him that this answer was not facetious but factual. Like the small brass-trimmed Eight-wheeler of his youth, the Atlantic had come at last to the end of its

usefulness. The difficulties met tonight were largely the result of drawing upon its reserve of power, which he had once thought was almost limitless, and finding that power inadequate.

Arriving at Clayton 68 minutes late, Jim saw two Atlantics waiting on the westbound engine spur. Car inspectors uncoupled him from the Starlight. Scooting for the house, the engineer called to Archie Smith and pointed at the locomotives coupled together on the spur.

"See that?" he chuckled. "We didn't do so bad with one engine. The storm hasn't let up, so the dispatcher is double-heading the Starlight out here."

Archie was grave. "They'll be hell for the delay. What can we tell 'em?"

"The truth. We did our best and have nothing to be ashamed of."

Evidently the dispatcher made an official answer of "too much train, too little engine," because the next day Jim was summoned to the roundhouse office.

The master mechanic, Hank Radner, demanded to know what he had meant by the cryptic message. Jim said it was self-explanatory.

"Do you mean to insinuate that Atlantics can't handle the trains? the brass collar ranted.

"Not when you overload them. You're having them pull trains they were never designed to handle. When 4-4-2s were first placed in service the C&W had wooden passenger cars; now we have steel. They're still good machines, but it's the old story—too much trains!"

"Oh, is that so?" the M.M. sneered. "Well, we'll see about that. Maybe the power is all right. Maybe you fellows are at fault. I guess we'll have the traveling engineer and the road foreman ride the cabs and learn the score. Nine trains were late on this division last night, fourteen on the night of the storm."

Jim brusquely picked up his hat. "Listen, Mr. Radner, I have a hot dinner waiting for me, and aim to get home. Send out the traveling grunt, the road foreman, whoever you want. I'm tired answering foolish questions. You know damned well what's wrong."

Mr. Radner made good on his threat. All the rest of that winter the traveling engineer, the road foreman of engines and other Motive Power department men rode the cabs. But trains continued to run late. Even the Continental, crack train of the C&W, fell off the card; during February it was never "on the advertised." Finally the Motive Power department ended its investigation by admitting that in most cases the engineers had not been at fault but had performed admirably. In March a letter to that effect from General Manager Cato was posted on the bulletin board.

The end of the 2000 class Atlantics was not far off. The men understood Mr. Cato's letter. It was tantamount to an open acknowledgement that the 4-4-2s were outmoded. How would the company solve this problem? They suspected that blueprints of new power were already being drawn at the Baldwin Locomotive Works in Philadelphia.

THE ATLANTIC had a short but glorious part in locomotive history. Most of the roads had used them for fast passenger service and for a while found them ideal in hauling light-tonnage trains.

But by March, 1913, nearly every one of the most important roads had changed to the Pacific type as the standard for high-speed heavy trains. Some motive-power genius had been inspired with the idea of lengthening the Atlantic's boiler, adding a large firebox and another pair of driving wheels, and thereby creating the Pacific.

Late in September the men on the C&W caught their first glimpse of the new 3000 class Pacifics and were awed by their size, their eighty-inch drivers and their 205 pounds of boiler pressure. Now for the first time the traveling engineer or a traveling fireman accompanied each engine and instructed the crew how to handle them. Jim Moran was amused to think that someone was necessary to instruct him in running.

Word was circulated that the new Pacifics would be used only on the road's fastest trains. Some men recalled that the same thing had been said when the Atlantics were first adopted.

Old-time runners looked at the huge locomotoves and shook their heads. Those behemoths would never stay on the tracks, they decided, being too high and too big. Firemen scrutinized the large fireboxes, mentally calculated how much more coal they would have to shovel, and started bidding on runs to which Atlantics were still being assigned.

By November the first batch of Pacifics had been broken in, were pulling the more important trains, and had begun to supplant Atlantics on the others. Engineers grudgingly admitted that the 3000 class handled the heavy Pullman flyers with ease, practically ran away with them.

The real test came in the winter of 1913-'14, a few months before the first World War broke out in Europe. Schedules were maintained except on a few occasions when sub-zero weather and blizzards caused some delay because of hotboxes and bursted steam hoses. But once they left a station, the Pacifics pulled the trains and often made up time. You seldom had to take slack more than twice, even at a Valley View.

The "men up ahead," like Jim Moran and Ben Bradford, had come into their own. •

A Story to Read to Your Small Children

THE BEAR IN THE BAGGAGE CAR

by Freeman Hubbard

From "The Roundhouse Cat and Other Railroad Animals,"
©1951 by Freeman Hubbard

ERIC, THE POLAR BEAR, was riding on a train. It is not an ordinary thing for polar bears to ride trains, but Eric was no ordinary bear. Only a short time ago he had lived a wild, free life in the frozen land of the Far North. Then hunters had caught him and hauled him over land and sea to the Central Park Zoo in New York City.

Now he was to have still another home. He was put in a small cage. They took it to the Pennsylvania Railroad yards in Long Island City and loaded it onto a baggage car bound for Utah. Eric had enjoyed his big, roomy cage at the zoo but hated being in a small cage. His black eyes glittered with rage.

The baggage car was coupled into a passenger train. It was just behind the coalburning engine and the tender, where baggage cars are always placed. For two whole days Eric sulked in his cage. He listened to the rumbling of wheels and heard the steam locomotive whistle for grade crossings and stations. Eric listened to these sounds but he did not like them.

He remembered the still, cold, windless nights of the Far North where the stars blazed overhead with a fierce brightness. He remembered the nights when everything was quiet except the lapping of waves against an icy shore. Even when gales had howled across the dreary, snow-covered land, Eric had been happy. There, in the Arctic wilderness, he had been a king.

He glared through the bars of his cage. Around him, outside the cage, other things were being shipped in the baggage car. Near him, so close that his claws could almost scratch it, stood a green upholstered davenport. Mysterious boxes, bundles, and packages met his eyes. Some of these were labeled "Candy" and others were labeled "Fruitcake." Eric could not read the labels, but he sniffed eagerly. The packages and boxes held something sweet. He knew that smell. He remembered the goodies that children had fed him in the Central Park Zoo. If only he could get out of his cage he would sample these nice-smelling things.

He tested the cage with his big shoulders and strong white teeth and made a wonderful discovery! The bars were wooden! The whole cage was made of lumber!

Eric growled softly and set to work. Half an hour later he had smashed open his cage and stepped out. He looked around warily. This seemed too good to be true! Pieces of the hated cage lay all over the floor. Eric had a lot more space for romping and exploring, but he was still a prisoner in the baggage car.

He looked at the windows. They were large enough for him to squeeze through, but heavy iron bars protected the glass. Eric did not like iron bars. With his heavy paws he broke the glass in three windows. It crashed down inside and outside the car.

He examined the doors. There were doors on all four sides of the baggage car, but they were shut and locked. Eric grunted. Later on he'd decide whether he wanted to batter them down. Right now he would have fun. He wanted some of that candy and fruitcake. Like a greedy boy, the polar bear ripped open one box after another and stuffed his mouth with sweets.

Sometimes he would rise up to his full height of eight feet, standing on his hind feet, and pull boxes down from the top of the pile where they had been neatly stacked. Usually he sat back on his haunches, and he seemed to chuckle to himself as he spilled chocolates all over the floor. In no time at all the baggage car was a sight!

Late that night the train stopped at Belle Plaine, Iowa, on the Chicago & North Western Railroad. The station agent there came out to put some shipments aboard. He opened the side door of the dimly lighted car and gasped when he saw a huge wild animal munching fruitcake inside. The agent yelled, slammed the door shut, and locked it. Then he shouted for help.

The conductor came running, but he had no weapon larger than a ticket punch. Other members of the train crew ran up. They all peeked in at Eric and then quickly slammed the door shut. Nobody knew what to do. None of them had ever met such a problem before. No one knew what to do with a

polar bear, weighing nearly half a ton, who was loose inside a baggage car.

They thought and talked and argued. At last they decided to go on to the next town, which was called Boone. There they would have carpenters build a new cage and perhaps they could get Eric into it.

So they pulled into Boone, set the baggage car on a sidetrack, and the rest of the train went on. The town officials made a long-distance telephone call to a man who knew how to handle wild animals. This man kept a small zoo in Des Moines, the Iowa state capital.

"Come over right away!" they said. "An enormous polar bear has escaped from his cage. He's loose in the baggage car, and the car is standing on a sidetrack in our town. He may break out of it. There is no telling what may happen! We are building a new cage and we want you to put him into it."

"I'll take the next train to Boone," said the zoo keeper. And he did.

Carpenters were building the cage from heavy timber and iron bolts. It was larger and much stronger than the old one. For hours they worked. Hundreds of people, young and old, came to watch the excitement. They came in cars, on busses, in trucks, on foot, and in farm wagons. Policemen guarded the baggage car.

But Eric didn't try to escape. He was having too much fun. At last the zoo keeper arrived from Des Moines and peeped into the car. There sat Eric.

"That bear must be very thirsty from eating so many sweets," said the zoo keeper. "If you want to keep him in good humor, you'll have to give him ice. Lots and lots of ice.That will quench his thirst."

Several men offered to help. Soon they were shoving big and little chunks of ice through the broken car window. Eric loved ice. As fast as it was fed to him, he crunched it in his mighty jaws and growled for more.

Then he grew tired of eating ice. And he was tired of eating candy and fruitcake. He prowled around the baggage car to see what other things suited his fancy. The the davenport gave way under his weight and smashed to the floor.

enjoying himself a great deal when the davenport gave way under the

weight and smashed to the floor.

The railroad men were very much upset. They were doing their best to save the valuable shipments. The baggage car had a door at each end. While Eric was rummaging around in the back of the car, they would quickly slip in through the front door, snatch a package or two, and rush out. When Eric was up in front, they would slip in at the back.

Finally the new cage was ready. A fine, roomy cage it was. The men set it on a baggage truck and backed the truck up to the baggage car. Inside of the cage were placed a large pan of water with chips of ice floating in it, and a chunk of raw meat.

Eric glanced around when he heard the door click open. Hundreds of curious people waited in tense silence. But they need not have worried, for Eric just yawned. He was tired now and drowsy, and his stomach began to ache. He wanted a fresh drink of water and a nap.

So he walked slowly through the open door and into his new cage. Late that night he was again speeding on a train to Utah.

In the zoo at Salt Lake City the polar bear settled down happily. He forgot all about his troubles in the baggage car. He slept in the shade and swam in his private pool. Sometimes when the weather was very hot, his keepers let blocks of ice down into his bath and Eric liked that very much. And sometimes happy children tossed peanuts or crackerjacks to him. Then he seemed to remember that once, for a few hours, he had enjoyed a lot of candy and fruitcake on a speeding train.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

With J.R. Fraser, master mechanic of the Northern Alberta Railway, at the controls, one of four new SD-38-2 models (401-404) is being tried out on the GM-EMD test track at London, Ont., on December 16, 1975. New series will modernize NA engine fleet.

G.A. Howlett, 24 Kenwood Crescent, London, Ont., Canada N5Y 3W7

A CONTEST is being run by the 20th Century Railroad Club of 10700 South Seeley Ave., Chicago, Ill. 60643, in connection with the Rock Island Lines to arrive at a Bicentennial paint scheme for E-8 No. 652. The Rock, being financially troubled, had no plans to repaint a special loco, but club members offered to both supply paint and painters if the Rock would go along.

The scheme will not be the familiar theme of red-white-blue with stars that other roads have used, but rather one depicting both the nation's 200th birthday and the Rock's special relationship with the Federal Government over the past ten years—independence in the face of adversity. The Rock's brass collars say they might not accept any paint scheme offered, but might use the famous 18th century snake-motif flag, "Don't Tread on Me," on the sides of No. 652.

To enter the contest, send the club $1 to help cover costs. You will be given a blank locomotive outline on which to draw your color scheme. This official entry form is available only from the club. Hurry, though, as the contest closes April 15th. Dedication of the completed loco is scheduled for May 14th at LaSalle Street Station in Chicago.

JUST RECEIVED by the Monticello & Sangamon Valley Railway Museum of Monticello, Illinois, is a donation of importance: a rare Davenport-Besler 44-toner which was built in June, 1940, as *John Morrell* No. 6. She is builder's number 2301, one of the very few 44-tonners to employ two prime movers and two traction motors, with side-rods delivering power to the other two axles. Most 44-tonners had four traction motors and no side-rods. Davenport built the first 44-tonner, following passage in 1937 of the "90,000-pound" law which allowed one-man operation. The first unit went to work on the Rock Island at Muscatine, Iowa, in February, 1939.

M&SV's new addition has had three owners: John Morrell (the meat packer), Lincoln Sand & Gravel Co. of Lincoln, Ill., and Medusa Aggregates Co, which purchased the Lincoln company and deemed this unit surplus. According to the museum's curator, Harold G. Scott, she is in excellent condition after her 35 years of work. The museum will operate her. You are invited to "come see" when it reopens on Memorial Day week-end. Question: does the loco carry Caterpillar D-17000's or Hercules DFXD's under the hoods? The traction motors should be of Westinghouse manufacture unless they have been replaced. I understand that *X-2200 South's* staff provided the history of this unit.

BOB RICHARDSON, executive director of the Colorado Railroad Historical Foundation at Golden and one of our magazine's *Interesting Railfans,* to the missing bells we reported on the Norfolk & Western. Bob thinks that railfans are conventiently used as scapegoats by railroads having dishonest employees who take advantage of their knowledge of "valuable junk" and carry it away.

In the case of the stored Alcos, he points out that it would have been far easier for employees to remove the bells at their leisure rather than fans sneaking in to perform a rather heavy task. Tools are available, and the road's security forces expect to see mechanics, electricians, etc., around the locomotives. Bob thinks crooked employees sell the bells, or keep them, and the theft is then blamed on "railfans," "trespassers," or "vandals." Thus perfectly honest people may be slandered and barred from rail property.

Bob Richardson could be right. I have known "internal thefts" to happen. I have also heard stories by people who claim to have "acquired" certain items from rail employees in this manner. Of course, there are many cases of honest transactions and donations. Otherwise we wouldn't have collections such as the one in the Colorado Railroad Museum.

"Don't be so quick to blame rail enthusiasts without hard proof," Bob says.

AFTER a long history of using just about every kind of diesel except those made by Electro-Motive, the Long Island RR. is getting twenty-two GP-38-2's and selling off some of its unique high-nosed C-420's. LIRR has used Alco, Baldwin, GE, and F-M units in its diesel history. Cost of the new power is $9.1 million. Delivery was set for the end of February, so by the time you read this, they should be rolling.

AMTRAK train 170, which pulled into Back Bay Station in Boston from Washington, D.C., on January 8th, suffered a fire in its generator car that caused quite a commotion. Black smoke erupted and many Bostonians had "balcony seats" as they watched from a bridge over the tracks. Damage was confined to the generator car and the trailing cafe lounge.

All 26 of the GE E-60's should be in service by next July. The log-jam was broken by Amtrak's acceptance of the first two in mid-November. Six were to be operating by Christmas in New York-Washington service . . . and six more by New Year's Day. Good luck to the long-awaited newcomers!

ILLINOIS CENTRAL GULF has been following a practice of applying names

to locomotives, starting last year with *Casey Jones.* All of the names are important in ICG history. Four new SD-40-2's are the latest, hitting the road on Dec. 26th. They are 6030, *Floyd R. Mays;* 6031, *Captain Benjamin Godfrey;* 6032, *William H. Osborn,* and 6033, *Fred L. Thompson.* These four engines are assigned to heavy-duty mainline unit coal and grain train service.

HOWARD N. BARR, SR., an engineer on the Canton RR. in Baltimore and a long-time B&O fan, answered my question concerning the letters "CLB" found on the cabs of certain Chessie System GP-7/9's. These stand for "coupler limiting blocks," which show up in the 1969 B&O roster. Howard thinks they were removed from older units and applied to these Geeps. The blocks must aid in keeping couplers in alignment, as there is reference in the supplement to the *High Horsepower Locomotive Handbook* of 1968 to "alignment control couplers," which eliminate the use of bolster stops and coupler-limiting blocks.

A LETTER forwarded to me from Alfred E. Ehm (address lost) suggests that Amtrak use a glossy white paint scheme instead of the current red-blue-silver mist. He recalls glossy white on CB&Q F's, Seaboard's E's and Centipedes, Kansas City Southern units, and even high-speed electrics on the West German Federal. A rather unexpected use of white also appears on Utah Coal Route's RR's. If kept clean, white is very impressive. Possibly ConRail will consider it? I share Mr. Ehm's relief that Amtrak has scrapped "Pointless Arrow."

GENERAL ELECTRIC is working on a 26-locomotive order for the Nigerian Federal Govt. Railway in Africa. Six of the locos are 2300 hp (U-23's?) and 20 are to be 1950 hp. All will run on 42"-gauge track. The six 2300-hp locos were shipped recently to Lagos to help relieve the congestion there. Currently over 100 vessels are waiting to be unloaded at Lagos, but the Nigerian Government has granted priority berthing rights to the *Austral Patriot,* which carries the GE's, so that the locomotives can be put into service. The other twenty 1950-hp locos are due for delivery in early 1976. They are being built at Erie, Pa.

JANUARY 15th issue of *Forbes* magazine has a top-notch article on Southern's president, W. Graham Claytor Jr. It outlines the reasons why Southern is, by *Forbes'* yardstick, the nation's most profitable railroad." Southern's fine physical plant, good available-car ratio, and policy of growing with its area are pointed out in detail. It's been a long time since a railroad was praised to that extent in any national tabloid, much less *Forbes.* Incidentally, President Claytor was written up in the *Railroad Magazine* series of *Interesting Railfans* in Feb. 1970. *Forbes'* senior editor, Jim Cook, was at one time associate editor of our own magazine.

CONRAIL should be causing changes in the U.S. rail scene by the time you read this. The Chessie System is supposed to begin operation of the EL east of Sterling (read Akron), Ohio, on March 1, which will (or should) cause vast traffic changes on both roads. News from that area will be interesting.

In Dayton, Ohio, on a recent week, business was as usual in the EL-B&O yard, with three EL units in town, two U-25B's and a GP-35, plus a newly-painted EI bay-window caboose, and old C-116, a classic steel cupola caboose still lettered "Erie." Rumors have it that B&O will paint GP-40-2 1977 in a red, white, and blue scheme, but nothing official.

Also, a regrettable note, the bell was reportedly stolen from Seaboard Coast Line 1776 while it was in transit back home after a repainting at Erie, PA. I've just heard also that the Great Seal of the United States has been stolen from the side of ATSF SD-45-2 5704, one of that road's fire Bicentennials. How can anybody be that ignorant?

RAIL BUFFS these days show interest in any special train, not just those drawn by steam, as many trip operators have found out. As long as the locomotive used is as different as possible from those normally seen in the area, there is fan interest. In Britain, which boasts many regularly-scheduled passenger trains and a vast interest in railroading, a successful trip was run between Paddington and Cardiff with one of Britain's most powerful diesels, a Deltic. Normally, these run only on the Eastern Region and never on the Western. It was the first Deltic in Wales.

The success of the trip prompted Western's London office to declare that "diesel power has overtaken steam as the rail enthusiasts' major attraction."

I can't go along with that, at least in the U.S. Of course, here we will turn out to see and ride *any* special passenger train, merely because there are so few of them. Increased interest comes when a rarely-seen unit is used, such as an F, Alco, older E or BL-2, or a new or specially-painted loco.

In Cincinnati, where I live, our last trip (excluding Southern 4501 excursions, which are in a class by themselves) was to Ashland, Ky., behind two C&O E-8's in 1967. I'll venture to say that we could sell out a trip to the outskirts of town and back, using bad-order gondolas and Procter & Gamble's Alco Sp1.

On the local scene, two rarely-seen

Philip G. Doran, 1447 Elizabeth Ave., Marinette, Wisc. 54143

Chicago & North Western hood diesels EMD GP-30 No. 818 and Baldwin halfbreed 1488 idle at the former passenger depot in Marinette, Wisc., on Feb. 12, 1975. Both units, off a southbound freight, wait on the mainline while crew visits nearby beanery. Contrasting with the low-nose EMD is the high-nose, sloping-to-the-front profile of the re-engined former Katy Baldwin road-switcher. Marinette, once a busy C&NW passenger stop, like so many other places, now sees only freight train service.

Southern high-nosed GP-35's (on Alco trucks) went north out of Sharonville on Penn Central and a red-and-white Western Maryland F-7 rolled through to St. Louis on the B&O.

Ortner Freight Car of Covington, Ky., is turning out huge aluminum and blue rotary-dump gondolas for Detroit Edison, and shipping them north empty, while smaller black-and-red "bathtub" gons sail by on L&N, empties south and loads north. Wonder why they don't put a load in the new ones before sending them north? B&O has just scrapped another classic I-5 wooden cupola caboose, 2044. Still a few left.

Cleveland Electric Illuminating's new GP-38-2's, numbered 100-108, are in unit coal service out of Cleveland to Mingo Junction on the PC. These blue-and-yellow beauties operate in two sets of four, with one unit as a spare. Best place to catch them is at the Collinwood Yard (Cleveland) fuel rack. Al Shade, 9831 Aldridge Drive, Columbia Station, Ohio, 44028, has slides or photos of these he will trade or sell.

The Second Generation

BY INTRODUCING the new 645 prime mover in 1966, with 645-cubic-inch displacement per cylinder, EMD ushered in the "Second Generation." The old 567, probably the most famous and successful railroad diesel engine ever built, had served EMD for over 36 years and made the builder tops in the industry. Much testing and effort led to the eventual replacement of the 567 with a larger-bore (9 1/16" by 109) plant.

The effect of the new engine on the switcher line was felt in May, 1966, when the first of the new "SW" line was built. This new line was intended to replace the SW-600, 900, 1200, and RS-1325 classes that were cataloged up until that time. Three models were offered: SW-1000, an 8-cylindered, 1000-hp end-cab for general use; the SW-1001, essentially the same loco but with tighter clearances for heavy switching and road-switching use. All three models share the same basic carbody.

The SW-1000 has a typical EMD-switcher configuration, with a large end-cab behind a long, low rectangular hood. Her cab, however, differs from the earlier EMD switchers she was to replace in that it has a flatter (slightly rounded) cab roof and four side windows (two fixed panes flank the standard bypass sliding window). She has a full front radiator, topped by the one-piece, V-shaped headlight and number-board assembly that found favor in Canada. Large air intake openings appear on the forward sides of the hood, above the handrails. These are protected by heavy grillwork. The 8-cylinder plant requires a single conical stack, just forward of center on the roof. The bell is located just ahead of the stack. Fuel tanks range from a minimum 600-gallon size to the maximum of 1100 gallons, the option made possible by the large amount of free space between the underframe and the trucks. Sand fills are in recessed squared openings at the front corners on the hood. In squared-off "shoulders" on the step behind the cab is a configuration which harks back to the very first EMD switchers of 1935. Power transmission is DC. Trucks used are AAR Type A switcher style, both friction and roller bearings. Later SW-1000's have Flexicoils.

Although the SW-1000 was planned for primarily general railroad use, as a replacement for the SW-900, most of the buyers were industries. From the first unit (CB&Q 9310, now BN 574) in May, 1966, to the last, (BN 394, in 1972), 119 units were built for 26 buyers. BN owns the most, at 55 units.

A tragedy at Short Creek, Ala., in July, 1973, took the lives of five crew members and five SW-1000's on the Birmingham Southern. Units 11, 14, 15, 16, and 17 were wheeling a 65-car freight over a fill which replaced the old trestle at Short Creek. Heavy rains had weakened the fill, and it fell away, dumping the five units and 12 empty ore cars 40 feet into the ravine, the equipment coming to rest in a mangled pile or iron. All five SW-1000's were sent to Precision National to scrap.

BS could not get SW-1000's to replace them, as the model had been discontinued in 1972, and settled for SW-1001's. All of the other SW-1000's are still operating. A photo and brief description of the BS wreck appears in the May-June 1973 issue of *X2200 South*.

The SW-1000 was taken out of the catalog in 1972, as the switcher market became super-saturated. Most roads had an abundance of older power for this duty, or elected to buy the very versatile SW-1500 for both yards and light road work. The EMD SW-1001 was retained as the only railroad-sized switcher available today.

Canadian News Items

PENN CENTRAL filed a petition in U.S. Federal Court that would allow creation of a new Canadian company to include five rail properties left out of ConRail. These properties are now owned by PC and its subsidiary, Michigan Central Ry. The new corporation's name would be the Canada Connecting Ry. Co., including: (1) the Detroit River tunnel, 3.2 miles under the river between Detroit and Windsor, Ont.; (2) Canada Southern Ry., (CASO); 279.7 miles between Windsor and Niagara Falls, all in Ontario; (3) the Niagara River Bridge Co, which owns the bridge between Niagara Falls, Ont., and Niagara Falls, N.Y.; (4) the Toronto, Hamilton & Buffalo Ry., with 103.8 miles in Ontario, feeding the CASO, and (5) the St. Lawrence & Adirondack Ry., 57 miles between Malone, N.Y., to Montreal suburbs, with trackage rights over other Canadian lines to Montreal and Huntingdon, Quebec. A possible new road is Canada Connecting. I like that name. Suggestion for a herald: a Mountie going over Niagara Falls in a barrel.

However, the Canadian Transport Commission has refused to let Penn Central start the Canada Connecting plan on the day that ConRail begins operations.

Temiskaming & Northern Ontario 4-6-0 No. 219 is back on the Ontario Northland. There are rumors that ONR hopes to run it in place of the loco damaged in the Englehart fire.

Four Amtrak RDC's went to British Columbia Railway to relieve the shortages there caused by mishaps. These are: AMT 40 (ex-BN B-40, ex-NP B-40), now BCR 6017; AMT 41 (ex-BN B-41, ex-NP B-41), now BCR 6507; AMT 42 (Ex-BN B-42, ex-NP B-42, ex DMIR), now BCR 5701, and AMT 43 (ex-BN-2350, ex-GN 2350), now BCR 6302.

British Columbia Ry. has cancelled its order for four M-420's from MLW/Bombardier. MLW/Bombardier is trying to interest Amtrak in a couple of five-car trains powered by diesels of its LRC design.

Detroit, Toledo & Ironton's Bicentennial GP-40, No. 1776, crossed into eastern Canada in mid-December at Windsor, a staged celebration there featured her with CP Rail 4730, including both engineers.

CP Rail F-M Trainmaster 8900 was shut down on Dec. 24th, marking the last opposed-piston power on the road. The three Trainmasters are

stored at Alyth, their hump duties taken over by five GP-7's. At Ogden Shop, on the dead line, are nine F-M H-16-44's, and on the scrap dock (gone now?) were two more, 8602 and 8717. The only vestiges of F-M power now in service on CP Rail are the Robot Cars 6-15, ex-C-Liner B units. As on many US roads, GP-7's are being assigned to switcher duty. Only three GP-7's on CP Rail are still in mainline service—8417, 8423, and 8424.

Alco RS-10 8567 is being stripped at St. Luc; boilers have been removed from 8576 and 4094. Those two new SD-40-2's, 5736-5737, which were damaged on their first revenue run at Punslinch, are now out of Angus Shops and on the road again. RDC-1 9058 also is freshly outshopped in new paint, while 9067 has arrived for work after being involved in a truck-train wreck on the Dominion Atlantic Ry. Another crossing collision occurred on Jan 6th, when SD-40 5512 hit a road grader at Corinne, Sask. The unit and 15 cars were derailed. Damage to the loco is reportedly heavy.

The shop and car department at McAdam, N.B., burned to the ground on Jan. 3rd, and engines assigned there for maintenance have been reshuffled. RS-10 8577 is supplying steam heat to the station and roundhouse, which are still standing. McAdam's RS-23's, numbered 8022, 8027, and 8035, will be maintained at Bayshore Shops at St. John's N.B.

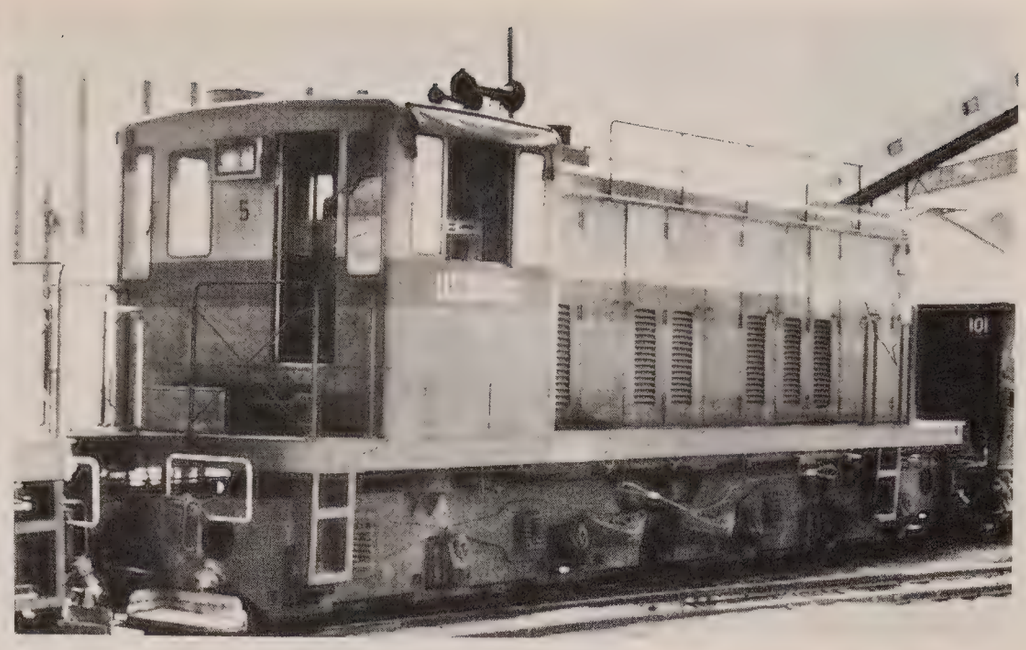
What has happened to the Grand Falls Central Ry.? Owned by the Price Pulp & Paper Co. of Newfoundland, it operated GE 70-tonners 101-103. Recent news articles say the entire line has been abandoned and trucks are now performing the work.

That Maine Central S-2 961, lettered "GE," has finally been sold. She was spotted moving through London, Ont., on Dec. 14th. Where is she now? MLW/Bombardier (Montreal Loco. Works) has received an order from the Chicago South Suburban Mass Transit District for 36 highliner electric-powered commuter cars for use on Illinois Central Gulf routes.

Ringling Brothers and Barnum & Bailey Circus stayed out of Canada this year because of a new federal with-holding tax which subjects persons not living in Canada to an earnings tax on money made in Canada.

Here's a rundown of Alco power still operating on CP Rail: 51 C-424's, 12 C-630's, 23 M-630's, 44 M-636's, one M-640, 34 RS-23's, five RS-2's, 41 RS-10's, and 70 RS-18's. Eight Baldwin DS-4-4-1000's at Vancouver are the only engines of that make now in action.

On Canadian National, Alco switchers are being cut up rapidly at London, Ont. The DW&P 3605 is now out of Transcona Shops in Bicentennial colors, Grand Trunk 4450 has been relettered CV/GT 1776 and now sports Bicentennial red, white, and blue. Both roads are CNR-owned, but operate in the U.S.



Narrow-gage U. S. Borax No. 5, one of the three six-wheel General Electric A1A-A1A 70-tonners built, shown working the mill track at Loving, N. M., in April, 1967.

Photograph by Donald J. Decker

No Double-Talk Wanted

AN OPEN LETTER sent to Asaph H. Hall, Federal Railroad Administrator, by W.A. Rice, executive editor of *Locomotive Engineer,* is reprinted from that organ of the Brotherhood of Locomotive Engineers:

"From time to time, officers of the Brotherhood of Locomotive Engineers have been told that the Federal Railroad Administration is sincere in its desire to fill vacancies as rail safety inspectors with men from the ranks of locomotive engineers.

"I have dutifully reported this information in the pages of this publication, and the result has been confusion in the ranks. I have grown weary of receiving complaints from our members that they have attempted to get one of the safety inspector jobs but feel they have been given the runaround.

"In order to set the record straight, I am putting several questions to you, which I would appreciate having you answer in words of one syllable, minus any official gobbledygook or bureaucratic double-talk, so that every reader of this publication will know exactly what the situation is:

"(1) How many safety inspectors have been hired within the past 12 months?

"(2) What was their occupation at the time of their selection for inspector jobs?

"(3) When will additional inspectors be hired, and how many will be sought for which classifications?

"(4) Exactly what steps should BLE members take in order to have their applications considered?

"Previous stories dealing with this subject have produced letters and telephone calls from various FRA officials, and they have been appreciated, but I feel they have not satisfactorily met the needs of BLE members who want jobs as rail safety inspectors.

"For this reason I am asking you, as the top man in the FRA, to furnish our members with clear, simple information that will result in every interested member of this Organization knowing exactly what his chances are of obtaining a job as an FRA safety inspector. I would appreciate an early reply, which I will publish in this space, and thank you in advance for your cooperation."

We, too, will be interested in Mr. Hall's reply and will reprint it, if available. Meanwhile, readers should continue sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. •

PASSENGER TRAIN SURVEY

A pair of Baltimore & Ohio Pacific 5300s with a heavy train bound for Jersey City, at West Falls Bridge, Philadelphia, Pa., in '46.

Charles Freed photo, collection of Bruce. G. Saylor, 2836 Leon Ave., Audubon, Pa. 19407

NEW OFF-PEAK round-trip coach excursion fares are now available between almost any pair of cities in the Boston/Springfield-Washington corridor, effective since February 15th, thus saving passengers 25 percent over full fare. These tickets are good for travel starting any day of the week except between noon and 6 p.m. Fridays and Sundays. They must be used within 30 days after date of sale. With them you can ride the new Amfleet and all conventional trains, but not *Metroliners.* Amtrak also offers a "Colonial Corridor" fare which—for a fixed, coach price of $40—lets you make a complete circle in the Boston-Washington corridor with frequent stopovers.

Meanwhile, conventional day-coach trains in the Corridor are being converted to the new Amfleet series of coaches, food cars, and club cars. The Amfleet series, with electric air-conditioning and heating, is now regularly assigned to ten Corridor trains, including six between Washington and Boston, two between Washington and New York, and two between Philadelphia and New York. Also, an increasing number of new GE electric locomotives are going into service on the Corridor trains. All timetables issued since mid-February indicate which trains consist of Amfleet or *Metroliner* cars.

Schedule changes reflect changing travel patterns and make better use of equipment. They include added frequency of Amfleet and conventional trains during Friday and Sunday peak travel periods.

The new Corridor package was introduced with newspaper, TV, and radio ads. This travel incentive program capitalizes on large deliveries of the new Amfleet cars. Amtrak ordered 492 of the lightweight, stainless-steel cars, and by March first 140 of them had been delivered, arriving at the rate of one every working day.

Teddi Gibson writes in *The Cleveland Press:* "Why do people take trains? Mostly because it's cheaper by coach. One-way coach fare Chicago to Cleveland is $18, less than half the cost of flying one way . . . Is the trip worth it? It is if you like leisurely journeys, with a chance to view the passing scenery at eye-level."

One example of public reaction to the restoration of certain trains is the daily average of 600 passengers riding the *Lake Shore Limited* since last October 31st, when Amtrak reopened the line linking Buffalo, N.Y., with cities in the East and West, the old New York Central's "water level route." There's the Amtrak station in Buffalo and Niagara Falls.

SOME $1.1 million will be made available to the U.S. Department of Transportation for cleaning and minor repairs of Amtrak passenger cars, according to Federal Railroad Administrator Asaph H. Hall. The U.S. Department of Commerce is providing the funds which Amtrak will use for all project costs, among them the hiring 81 persons in 12 cities during the year-long activity.

FRE will monitor the project, which includes periodic heavy cleaning, minor repairs of car interiors, and turnaround or layover cleaning of coaches, sleepers, and diners. Hiring started in February. The grant was made under the Emergency Jobs and Unemployment Assistance Act of 1974. Last year, the Transportation Department received more than $2 million under the same act for refurbishing railroad passenger stations between Washington and Boston.

Amtrak operates its passenger trains over track owned and maintained by various railroads. The resulting lack of control over the roadbed is one of Amtrak's prime problems in improving rail passenger service.

WRITING in *The Washington Post,* architecture critic Wolf Von Eckardt comments as follows on the work going on to the convert the Washington, D.C., Union Station into a National Visitors Center: "The good architects managed to design railroad stations that did justice to the empire-building power of the iron horse. Our automobile generation treats these great works of architecture with disrespect. Daniel Burnham's Union Station in Washington has been vandalized with a huge hole in its great hall that is to serve as a movie pit for a wide-screen Park Service peep show."

JOYCE KILMER wrote a poem called "The 12:45," containing these lines:

The midnight train is slow and old,
But of it let this thing be told,
To its high honor let it be said
It carries people home to bed.
My cottage lamp shines bright and clear.
God bless the train that brought me here!

ROBERT RINGNALD, superintendent of Amtrak's Twin Cities District, commented on his return from a vacation that included riding trains in the Soviet Union: "Russian on-time performance is superb, but their food service is not up to Amtrak standards."

He described an eight-hour, 400-mile trip from Moscow to Leningrad through a blinding snowstorm as "great." Despite the snow and nine regular stops, the train arrived in Leningrad on time. More than 1200 passengers were aboard. The consist included two electric locomotives (the entire route is electrified), a baggage car, 16 coaches, each 58 feet long and fully loaded, and one sleeper which resembled an older American section car.

One conductor, a female porter for every two cars, and one food attendant made up the on-board crew. Most Russian travelers carry their own food on the run. Also their own paper supplies, since none is provided in the rest rooms.

Then Ringnald and his wife rode the Moscow Metro system as well as streetcars. Passengers are on the honor system for payment. They simply drop coins into a slot and no one checks on them.

DR. ROBERT BAXTER, a transportation consultant who has published train-travel guides covering much of the western world, has a new *USA Bicentennial Train Travel Guide,* which tells just about everything you'd wish to know about planning a rail trip with a Bicentennial flavor. Besides information about Amtrak—its history, equipment, fares, routings, and reservation procedures—this *Guide* contains a condensed history of the American Revolution, relating events to what a traveler sees today. It is available at many book stores or by sending $5.95, plus 50¢ for postage and handling, to Rail-Europe, P.O. Box 3255, Alexandria, VA 22302.

Amtrak Widens Its Scope

AMTRAK has taken over many equipment maintenance basis at 11 key points in the Northeast and Midwest, acquiring about 3,000 new employes by the end of February. Penn Central's facilities are being leased until ConRail assumes control of the operations of PC and other bankrupt roads in the region and conveys them to Amtrak under the Railroad revitalization and Regulatory Act of 1975.

Already "Amtrakized" in Chicago are PC's big 12th Street coach yard and 16th Street locomotive shop. The yards and their 380 employees were taken over by Amtrak on January 16th. Two days later, PC's Boston maintenance facilities, with 241 employees, became part of the Amtrak system. This included South Bay yard and South Station. Also on January 18th, Amtrak acquired 252 employees at New Haven's diesel shop, car shop, motor storage unit, and track shop, as well as 7 employees at Springfield, Mass.

Other cities, number of workers, and takeover dates include: Philadelphia: PC coach yard, 30th Street Station, and Race Street enginehouse, 327 employes, January 28th. On that date, too: Harrisburg, Pa.: passenger station, 25 employees; Detroit, Mich., 48 employees, and Rensselaer, N.Y., 19 employees.

New York City: Penn Station, Sunnyside Yard, Sunnyside enginehouse and boilerhouse, PennStation service platform, Newark heating plant, and maintenance-of-way and facilities, 869 employees, February 11th. Wilmington, Del.: heavy repair shop, 688 employees, February 24th.

According to Amtrak President Paul H. Reistrup, his company took over the equipment repair facilities prior to the conveyance date from Penn Central to Conrail "to follow the mandate of Congress and help smooth the transition from Penn Central to Amtrak." He said Amtrak was not yet assuming control of the passenger stations in the cities involved, just the maintenance shops. PC will continue to operate the stations until the property is conveyed to Amtrak by Conrail.

As Amtrak acquires the various shops, in addition to handling maintenance work on its own cars, it will maintain PC mailtrain cars and numerous commuter cars owned by local transit agencies. Prior to the conveyance of PC property for ConRail, Amtrak will negotiate separate agreements with the commuter agencies and ConRail to cover maintenance of equipment.

Meanwhile Amtrak's board of directors has approved the construction of a $14.8-million maintenance facility at Rensselaer, N.Y. Land acquisition and engineering costs had been authorized earlier. The board now has given the go-ahead for a 132,000-square-foot structure which will include three tracks for servicing turbine-powered trains and two tracks for maintaining conventional passenger equipment; a car washer and support areas.

Amtrak hopes to save as much as $1.6 million a year by consolidating all of its eastern turbine maintenance and repair at Rensselaer. Some diesel-powered equipment also would be serviced there.

CANADIAN NATIONAL raised by 15 percent its passenger-train and sleeping-car fares on transcontinental and Maritime trains, effective February 15th, and added a 12½ percent surcharge for sleepers during the summer travel period between June 27th and September 11th, to offset huge jumps in operating costs.

This is CN's second general increase in passenger fares in 13 months, the last previous raise being 10 percent. Last October, however, CN cut fares for off-peak travelers, under its Red, White, and Blue plan. Aside from that, CN's Montreal commuter fare increase of up to 25 percent became effective February 1st on all categories between Montreal-Cartierville-Duex Montagnes and between Montreal-St. Hilaire East, but there are still reduced fares for students and old persons.

Amtrak's new timetable for

Montreal-Miami service this spring advises: *"Voitures-lits en service international,"* which means a through sleeping car available from and to Quebec for the whole trip to Florida and back. The southbound car is switched in Washington from *The Montrealer* to the *Silver Star.*

CP HOTELS has officially opened its first Village Station restaurant at the former CP Rail Leaside Station in E. York, Toronto. The 200-seat restaurant features a family menu and a truly Canadian railway decor. A special steam excursion brought guests and dignitaries from Union Station in downtown Toronto to celebrate the event.

The restaurant consists of the refurbished Leaside depot and four original railway cars, renovated and connected to the station by an enclosed passageway to form part of the licensed dining area. This equipment, originally used by CP Rail, include a buffet-lounge car built in 1929 and named the *Cape Mudge,* a baggage car built in 1923, a sleeping car built in 1913 and named the *Hungerford,* and a boxcar of 1937 vintage.

A caboose built in 1928, and in the area, is being developed into a children's play spot. Boys and girls are given wallet cards making them members of a Caboose Club. When a child has a birthday, he or she will receive a reminder that a special gift and birthday cake are awaiting the youngster at the Village Station. Surrounding the diners are signals, clocks, bells lamps, Morse telegraph keys, antique posters, and other railway items. Leaside is the first of a planned chain of Village Station restaurants to be operated across Canada.

FOR YEARS Canadian National has been publishing attractive system timetables. The current fall/winter issue in effect through April 24th seems to be even cheerier than usual. It incorporates changes which make it similar to Amtrak's All-America timetable. For example, the list of major CN passenger sales offices, the general travel information, and the station index have been moved to the front of the timetable. However, the most noticeable feature—aside from indexed page margins—is the designation of certain routes as Corridor/Intercity service. This differentiation, which is also reflected in a revised 3-level fare structure, involves all service from Quebec and Lévis west as far as Windsor and Sarnia.

A curious aspect of the current timetable is that it contains not a word about accomodations or train consists. Copies can be obtained by addressing CN, Union Station, Toronto, Ont., M5J 1E7.—Alfred E. Fhm, 170 Carousel Dr., San Antonio, Texas 78227.

Letters from Readers

SAVANNAH has perhaps the oldest and most complete pre-Civil War railroad site extant in the U.S. The major portion of the Central of Georgia depot was planned in 1852, integrating both passenger and motive power divisions on contiguous sites. It was heralded at the time of its layout as "the most complete and elegant railroad station in the country."

The complex today consists of passenger station and unique shed which are being adaptively used as a Visitors Center and Chamber of Commerce; two freight warehouses dating from the 1850's still in active use; two office buildings, one vacant, one in active use; Gothic Cotton Yard gates, and two magnificent brick arch bridges.

The motive power division was abandoned in the 1960's and is in an advanced stage of deterioration, but contains the remains of a machine shop, blacksmith shop, boiler-engine room, lumber storage room, carpentry shop, and several early 20th Century structures, including a roundhouse and turntable. The stack is unusual in that it incorporates a Gothic style water tank and privies for men in the main body of the stack. Colburn's *New York Railraod Advocate* said of the motive power division in 1855:

"When it is remember that all the buildings described are new, and of fine architecture and arrangement, well lighted, well ventilated, and every way well arranged, the roofs of iron, and when it is considered that they have not been put up piecemeal, but they form a complete symmetrical whole, we doubt candidly, if *any* other station can be found in this country which can equal this."

Last summer a team of architects made measured drawings of the motive power division for the Historic American Engineering Record. I was an architectural history consultant to that team.—Mrs. Beth Lattimore Reiter, 409 Morel Bldg., 5 Bull St., Savannah, Ga. 31402.

(Ed. Note: Today, this famous old complex is threatened with extinction. "No one wants to tear it down," Helena Zimmerman writes in the *Savannah News-Press.* "It is just falling down." Charles Peterson, a fellow of the American Institute of Architects, says: "There are lots of railroad buffs who would love to see the buildings and help save them.")

AMTRAK officials have noted that some trains don't carry many passengers. Judging by what happened in the Pacific Northwest, the light loads are no surprise. Amtrak recently increased its Kelso-Portland roundtrip fare to $7. The bus fare is $3.50!—Henry Korman, 3050 Maryland St., Longview, Wash. 98632.

THE EASTBOUND Amtrak Turbotrain ran out of fuel January 4th and was stopped at the Albion depot all afternoon. Its passengers were delayed 4 hours in reaching their destinations.

Fuel was procured locally, but then the turbines could not be restarted. Combined with another delay near Michigan City, Ind., the breakdown here in Albion snarled passenger traffic on the Chicago-Detroit mainline late into the night. Relief equipment, including charter buses, was pressed into service.

No. 2 diesel fuel was obtained from a local dealer. After the train was refueled, it could not be restarted because of dead batteries. Jumper cables from a nearby gas station were used in an effort to supply starting power from batteries of a car next to the turbine. When that attempt failed OK Boiler Works brought down to the depot two welding generators to supply the 72-volt power source needed to charge the batteries, with a boost from the welding generator, the train crew managed to start the auxiliary turbine. But attempts to start the main turbine failed.

At that point, equipment for the weekday Jackson-Detroit commuter train, the *Michigan Executive,* consisting of a diesel locomotive and 3 conventional passenger cars, was pulled backward to Albion by two freight locomotives, then passengers were transferred to the commuter train and continued their trip 4 hours late. The broken down turbotrain coupled to the 2 locomotives and towed to Detroit for repairs.—Steve Hubbard, 16344 Comdon Rd., Albion, Mich. 49224. •

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. Is Auto-Train Corp. making money?

Yes. Earnings went sour for most common carriers last year, but not for Auto-Train. Their net income for the fiscal quarter ending July 31, 1975, rose 111 percent, with a revenue increase of 7 percent as compared with the same period of the previous year. President Eugene Garfield said these figures reflect a strong demand for their service, as well as operating and budgetary changes made recently by the corporation. Auto-Train carries passengers and their automobiles aboard luxury trains between Lorton, Va.; Louisville, Ky., and central Florida.

2. Were NYC's Niagaras more powerful than D&H's K-62s?

There were striking similarities between them. New York Central's class S Niagaras had 25″x32″ cylinders, 75″ drivers, 275 lbs. boiler pressure, 62,500 lbs. t.f., and loco weight of 471,000 lbs. Delaware & Hudson 4-8-4 K-62s 300's had 24½x32″ cylinders, 75″ drivers, 285 lbs. boiler pressure, 62,040 lbs. t.f. and loco weight of 470,000 lbs. Both were Alco products. The 300's being built in 1943 and the 6000 series Niagaras in 1945.

3. When was the first rail route from the Great Lakes to the Pacific Northwest completed?

On Sept. 8, 1883, when the last spike in the construction of the Northern Pacific was driven at Gold Creek, 60 miles east of Missoula, Mont.

4. What road is the AV?

Aroostook Valley R.R., operating freight and switching service from a Canadian Pacific connection at Washburn Jct. to Caribou, Maine, 22.78 miles. The road was incorporated July 2, 1902, construction started in 1909, and the line was opened to Sweden in 1911, Caribou in 1914. The AV was a trolley-type operation until 1946, when it converted to diesel and dropped passenger service. It has three GE 44-ton diesels.

5. Brief history, please, of Canadian Pacific's class D10 Ten-wheelers.

This reliable and versatile class saw a long, useful life. Beginning with the D10a 670's in 1905, some 497 were built up to 1913. The last D10 around today, as far as we know, is No. 1057 built by Montreal in 1912 and operated by Ontario Rail Assn. at Brampton, Ont., Canada. Many of these gals, 50 years ago, could be found in just about every roundhouse from Nova Scotia to Vancouver. They were equally as capable in freight, mixed, and passenger runs as in yard service and on work trains. Some were oilburners, but most were coal-fired. Many in service on the prairies carried two tenders to assure a water supply while working in remote areas. A Canadian railfan visited our office last summer with a shot of CP class D10 No. 962 in passenger service on the Sicamous-Kelowna, B.C., run years ago. Too bad more of them weren't preserved.

6. I'm a Soo Line engineer. Was there a change in how long normal unemployment or sickness benefits are paid?

No. The only change was an increase in the maximum amount of normal unemployment and sickness benefits that can be paid. Normal benefits are paid for no more than 130 days (26 weeks) in a benefit year. An employee could receive these payments in 13 registration periods of 14 days. Benefit rights are exhausted also when a benefit year ends (normally June 30) or when benefits in the base year payments equal creditable earnings in the base year. Under the new law, the creditable earnings went up to $775 per month from $400 for purposes of setting the maximum amount of normal benefits that can be paid.

7. Have you words to "Spring on the High Iron," by Charles D. Dulin?

The snow is rotting in the ditch;
The sun has loosened up the switch;
The semaphore reviews its drowsy lullabies.
The ballast particles relax
Along my stretch of prairie tracks
And cresote is oozing from the ends of ties.

The extra's in a boisterous mood
(Without the trackage snow-subdued);
Her whistle rips the air with a celebrative tone.
The smoke drifting upward thin and high
Becomes a portion of the sky.
The waycar lunges by—and I'm standing here alone.

But I'm not lonely, far from that.
Behind my bay the sounders chat,
And sparrows fuss and twitter from the Water tank and eaves.
Old Winter's lost his bite and sting,
And in the early hint of Spring
I hear a million voices singing as he leaves.

8. Where does the SMV operate?

The Santa Maria Valley, owned by the G. Allen Hancock Estate, with headquarters at Santa Maria, Calif., was incorporated July 14, 1911, as the Santa Maria Valley R.R. and reorganized under its present name in 1926. To the best of my knowledge, it never had regular passenger service. The line between Gates and Roadamit was abandoned in 1950. The SMV runs between Guadalupe and Gates, 14.8 miles, connecting with the Espee at Guadalupe. It has eight GE diesel locos.

9. What is meant by a header-heater system on a tank car?

This is a heater system embodying a series of parallel heater coil runs, half oval in section and welded to the exterior of the tank shell. All runs are connected to a common header at either end and the middle, and extend through the bolsters to a point beyond the tank head seams.

10. How many Family Lines steam locos are still around?

We know of eight. Clinchfield's No. 1, still running on occasional excursions during the warm weather months, is, as far as I know, the nation's oldest active steam engine. A Louisville & Nashville locomotive is now being put into running condition by the Kentucky Railway Museum at Louisville. The other six are on display. Three ACL engines may be seen at Jacksonville and Tampa, Fla., and Florence, S.C.; the Georgia R.R. has one at Augusta; an Atlanta & West Point steamer is on exhibit at Atlanta, and a Nashville, Chattanooga & St. Louis loco is at Nashville, Tenn.

11. Did trolleys ever run in Nevada?

Yes. Reno had two short-lived lines, the Reno Traction and the Nevada Interurban R.R.

12. Name the years when the following railroads first entered Chicago: (1) Galena & Chicago Union, (2) Alton, (3) Wabash, (4)

Monon, (5) Erie, and (6) Chicago Great Western.

(1) 1848, (2) 1856, (3) 1880, (4) 1882, (5) 1883, and (6) 1886.

13. How long ago did the first regularly scheduled diesel-electric freights run in the U.S.?

On the Southern Ry. and the Santa Fe in the same year, 1941.

14. When was Canadian National's No. 6060 first displayed at Banff National Park?

Never. CNR's 4-8-4 No. 6060 was placed on a short section of fenced-in track just west of the railway's station at Jasper, Atla., in May, 1962. When the time came to replace the 6218, which had given many delightful railfan hours, the choice was 6060, which left Jasper on July 29, 1972 for Pointe St. Charles, Montreal, and class I repairs. Replacing her was No. 6015, a U1a Northern preserved since 1972 by the Canadian Railroad Historial Assn. at the Canadian Railway Museum in St. Constant, Quebec.

15. Tell me about the Hollis & Eastern.

The H&E, controlled by Republic Housing Corp., with headquarters at Duke, Okla., is part of a line opened about 1912 by the Wichita Falls & Northwestern Ry. in Okla. and the Wichita Falls & Southern Ry. in Texas. The Katy acquired these two roads in 1912. The present company was incorporated by local interests on Oct. 15, 1958, to buy the Wellington branch of the MKT. Operations started May 15, 1959, between Altus and Hollis, 34 miles. The ICC approved the abandonment of a portion of the line from Hollis to Duke, 21 miles, last June 17. The line operates on an irregular schedule from a connection with the Katy at Altus to Duke, 13 miles. It has one loco, No. 100, a GE 80-tonner.

Running Extra

WITH REFERENCE to a query about Michigan Central engine 8488, she was class K-80r, built by Alco at Schnectady in 1912, builder's No. 52139. All locos of this class were retired between 1932 and '34. A print of this builder's photo can be had from Alco Historic Photos, P.O. Box 655, Schenectady, N.Y. 12301. Prints 8x10″ cost $2 each for less than 25. Postage of 20 cents per print applies to orders of less than 5 prints.—Charles Smith, 3 Princeton Rd., Strafford-Wayne, Pa. 19087.

INFO and pix wanted on railroad stations at Chatsworth and Santa Susana, Calif.—Jeff Chambers, 20333 Roscoe Blvd., Canoga Park, Calif. 91306.

HISTORY wanted of Toledo & Ohio Central. Also where can I get a U.S. railroad atlas or set of maps of the late 1930s or early

Canadian National Northern No. 6016, sister to No. 6015, now on display near CNR station Jasper, Alta., shown on a mid-morning eastbound arrival on train No. 48 at Ste. Anne de Bellevue, Quebec, on August 14, 1957.

Elmer Treloar, 101 California Street, Highland Park, Mich. 48203

40s?—Joseph Kenty, 846 Hermosa Ave., Cincinnati, Ohio 45238.

IAN DOWSE of England complains of writers and film producers who can't get the *Orient Express* right. He lists the correct routes for 1975 (and miserable little trains they are), but we are interested in the great days, of which he does not seem to know. For many years the *Orient* had cars leaving London for Istanbul. The *Direct Orient* went by Munich and Vienna. The *Arlberg Orient* had cars leaving London for Istanbul. The *Direct Orient* went by Munich and Vienna. The *Arlberg Orient* was routed through Switzerland and Vienna. Greatest of all, the *Simplon-Orient,* went from London to Paris, Milan, Belgrade, etc., with cars set off at Nish for Athens. These superb trains were the world's finest setting for writers and filmmakers. I rode this train from Milan to Paris in 1928 and from Saloniki through Yugoslavia to Venice in 1930. Unhappily, the *Simplon-Orient* made its last run, in seedy circumstances, May 26, '62. There are no longer through sleepers or diners, especially in Yugoslavia, on the new *Direct Orient.*—Thomas Chappell, 9 Heath St., Mystic, Conn. 06355.

WAS a 4-10-4 ever built? I need old copies of *Railroad Magazine* carrying CNR and CPR steam rosters.—Roy Tombs, Falkland, B.C., Canada VOE 1WO.

HISTORY wanted of two lumber lines Appalachian and Poinsett. Also historical info on South Carolina roads.—Thomas Felters, 545 S. Elizabeth Dr., Lombard, Ill. 60148.

ANYONE have info about Morgan's Louisiana & Texas R.R., especially the two business cars?—Ronald Howie, Boxie 841, Terrell, Texas 75160.

I WANT infor and pix of Rutland operations between Middlebury, Vt., and Ticonderoga, N.Y., around 1922, especially rolling stock, bridges, trestles, and operating schedules for article being prepared.—H. Ray Stern, 265 W. 81st St., New York, N.Y. 10024.

WE NEED top quality transparencies, 2¼" square or larger, of U.S. preserved steam. Credits given; fees negotiable.—Rachel Roberts, editor of Octopus Books Ltd., 59 Grosvenor St., London, England WIX 9DA.

THE THREE high pressure 2-8-0 locos built by Alco for the D&H in the regime of Lenore F. Loree were fine examples of plans that looked beautiful in the drafting room but just didn't work out on the road. As a stationary engine, these triple-expansion jobs might have done well. Out on the road, vibration, even with the low speeds they operated, blew the packing out of every joint in the steam pipes. The high temperatures of steam in the cylinders carbonized the lubricating oil. So these powerful 2-8-0's spent more time in the shops than on the road and were scrapped after about two years of non-useful life.—G.R. Preston, 224 Pleasant St., Romeo, Mich. 48065.

HOW many passenger trains were running in the U.S. in 1958? How many today? Anyone know the percentage, between 1958 and today, lost due to train-offs, abandonments, etc.?—John Pritchard, 723 Arlington Ave., Plainfield, N.J. 07060.

ANYONE tell me if and when the Frisco negotiated joint trackage agreements with the St. Louis, Iron Mountain & Southern to use their tracks opposite Memphis, Tenn., to Ferriday, La., and over the Texas & Pacific between Ferriday and Anchorage? A ferry was reported to have been maintained to take cars across the Mississippi River to Baton Rouge and over the La. Ry. & Nav. Co. to New Orleans. Is this correct?—Floyd Rees, 3305 Laclede Ave., Los Angeles, Calif. 90039.

I WANT info on defunct Baltimore & Annapolis R.R.?—Erwin White, 9123 Cloisters East, Richmond, Va. 23229.

ANYONE tell me the value of two volumes of New York State Railroad Commissioner's report to N.Y. State Legislature June, 1892? Leather-bound, nearly 2,000 pages of railroad operations in the state during that period, including accidents, cases brought to arbitration, etc.—Thelma Mahoney, 21 Taylor St., Canisteo, N.Y.

RE SY REICH'S article on New Haven electrification, I thought the Old Colony, Boston to Provincetown and branches, was an independent road before it became New Haven's OC Division. I heard the road was built under the supervision of two engineers, a father-son team, Oscar and Harold Briggs. Was this correct? Also, was the GL&S, or CL&S, a part of the New York Central?—F.W. Wessel, 2401, H St. N.W., Washington, D.C. 20037.

BRIEF history wanted of Alleghany & South Side R.R. Also info on the Essex Terminal R.R. of Windsor, Ontario.—John Haney, 848 Kipps Lane, Apt. 501, London, Ont. Canada, NJY 452.

ANSWERING a query about the lidgerwood, this was a steam-powered winch often mounted on a special railroad car, together with its vertical boiler, and used in construction and logging work to move material by cables in the horse and buggy days. The name probably originated from a manufacturer who displayed it prominently on the machinery. In operation, the car was located on a siding, a tall mast erected, and cables rigged to transport material. The cable system was probably similar to that used to handle cargo between ship and dock at seaports. Several articles have appeared in *Railroad Magazine* over the years describing the use of this machine by the logging industry.—D.W. Hart, 79 Rector Pl., Red Bank, N.J. 07701.

ANYONE have details about a 2-6-6-T Brooks loco?—Kenneth Ondracek, RR1, Box 168, Waterloo, Nebr. 68069.

I HAVE a slide of a narrow-gage loco on a Soo Line flatcar at Houghton, Mich., made Nov. 5, 1969. It has "Torch Lake" on its cab and "Calumet & Heola, Inc.," on the tender. Who can tell me about this engine and where it was going?—John Gibbons, 615 Arbor Rd., Cheltonham, Pa. 19012.

I WANT info on the Kansas City, Mexico & Orient. What type of power did it use, operations, route, end of service, etc.?—C.C. Simpson, 1422 W. Market, Crawfordsville, Ind. 47933.

ANYONE have accurate info as to percent of occupancy necessary to make passenger operations profitable on 500-1000 mile trip?—Lewis Harrison, Box 45, Walhalla, S.C. 29671.

I OFFER a different interpretation of Arthur Honegger's *Pacific 231* (Information Booth, Jan. 1976). Honegger (1892-1955) was born in France of Swiss parents. *Pacific 231,* composed in 1924, is a musical depiction of the massiveness, awesome power, and unique rhythms of the steam locomotive. Regardless of whether Honegger had any particular engine in mind, the type referred to in the title is obviously the Pacific, which in Europe is not a 4-6-2, as in North America, but a 2-3-1 (counting axles rather than wheels). Thus the redundant title *Pacific 231.*

Honegger spent his entire life in Switzerland and France. He never visited the U.S. To my knowledge, there is no evidence that he had a specifically American engine or train or railroad in mind. Barbara Kreimer's explanation of the title is rather far-fetched, but I thought your readers might want to compare the divergent opinions of "experts" in two different fields—musicology (me) and rail history (she).—Henry Schmidt, Assistant Professor of Music, Muhlenberg College, Allentown, Pa. 18104. •

STEVE MAGUIRE'S

TRANSIT TOPICS

Standing room only. Scenes like this were common in Philadelphia about 70 years ago. Trolley of Philadelphia Rapid Transit was on Frankford Ave. at Unity Street.

Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

ROBERT E. PATRICELLI, Urban Mass Transportation administrator, says UMTA is looking for a promising opportunity in some city to make a grant for development of a light rail system. But UMTA rejected an application for funds by the Miami Valley Regional Transit Authority of Dayton, Ohio, for building a light rail system because he asserts there was a lack of assurance of a local financial share and a lack of a review of transit alternatives involving bus operations on existing streets and freeways. If these two "deficiencies" are met, Patricelli promises, UMTA will review future Dayton proposals.

Noting that no new light rail lines have been built in this country in recent years, he says UMTA wants to encourage at least one such development as an up-to-date demonstration of this technology. He describes light rail transit as "a potentially attractive concept" because of the flexibility with which it can be adapted to a variety of urban settings and its potentially lower cost.

"UMTA has no model favorites," he says, noting that grants would be made only where a local analysis of alternatives indicated that light rail was the best approach. Dayton's plan was to build a 19-mile north-south route through the city, to be served by relatively inexpensive light rail vehicles. The fact that UMTA rejected it looks like regressive anti-rail mass transit policies of the Federal Government.

Another UMTA rejection was the long-standing plan of the Port Authority of New York & New Jersey to extend its PATH transit services from Newark to Plainfield, N.J., along the Jersey Central mainline, with a connection to Newark Airport. This disapproval may have been influenced by Senator Clifford Case, who lives in that vicinity and does not want to see the urban sprawl, whatever that means, moving to the Plainfield area.

It reminds us of the disinclination of Indiana authorities to aid the South Shore Line in Chicago, particularly with purchases of new equipment to replace the present outmoded cars. Here again, many people would want the line to fold up rather than be upgraded to attract Chicago residents to the more rural Indiana pastures. The real villain in such cases is excessive population.

STORMS which interfered seriously with operation in Boston caused the Massachusetts Bay Transportation Authority to decide to spend $10 million to rebuild 100 PCC cars to keep them running for 20 more years. They are now over 30 years old. Two successive storms had left 20 inches of snow in Boston late last December. Then drenching rain flooded a power plant and tracks, badly crippling the transit system. At one time, MBTA had only 70 of its 290 trolleys able to run!

Another reason for the decision was the delay in receiving exotic new light rail vehicles, which are urgently needed. Many were to have been delivered by the end of this year. Instead, two cars are now due to show up for tests. By the end of next December 32 may arrive, and the rest of the order within the next two years. New cars cannot be used until their reliability has been demonstrated and they are accepted for operation. Buses are temporarily serving the Arborway line to Jamaica Plains. Apparently rail service will not be resumed until enough new LVR or rebuilt PCC's are available.

A transportation bond measure providing $383 million for rail and highway improvements was signed by Governor Michael S. Dukakis in January, reports E. Rebsamer, Winthrop, Mass. Among its provisions are funds for extending the MBTA Blue Line from Revere to Lynn. This, in effect, will restore the entire service once provided by the Boston, Revere Beach & Lynn Railroad, unwisely abandoned more than 30 years ago.

NEW JERSEY asked for bids on 160 new multiple-unit cars to replace the present fleet of Erie Lackawanna equipment now used in North Jersey. The lone bidder was General Electric Co. of Erie, Pa. , which offered to build the cars for $117.5 million. If this bid is accepted, it must be approved by UMTA which, would share the cost.

SEATTLE, Wash., acquired public transportation on Sept. 23, 1884, according to *The Train Sheet,* publication of the Tacoma Chapter of NRHS. By the end of 1884 the Seattle Street Railway had three miles of track, four horse-cars, 20 horses, and employed 10 men. Leslie Blanchard's book, *The Streetcar Railway Era in Seattle,* lists the line's owners as Thomas Burke, David Denny, and George Kinnear.

By the end of 1885 the rails had reached a northern terminus at the intersection of High Street (Aloha Street) and Temperance Street (Queen Anne Avenue), arriving there by way of First Avenue West, with westward jogs at Depot Street (Denny Way) and John Street. Fares were a nickel a ride. Drivers and conductors earned 15 and 18 cents an hour respectively.

Osgood's horse railway was popular. Its five-cent fare was not looked on as exorbitant, even in an era when an ample lunch could be had for 10 cents and a seven-course dinner for 75 cents.

A single horse could not be depended on to draw a loaded car up the steep hills, it became necessary to use teams of horses. Even then the horses were overworked.

Records exist of at least three serious runaways during the first two years of operation. One accident ended with a heavily loaded car tipped over on its sides and several passengers injured. Horses found the steep Seattle hills no easier to descend than to ascend. When there happened to be a sharp curve at the bottom of a hill, the situation often led to trouble. The corner of Pike and Front streets, where the rails angled eastward, was such a spot. Derailments were almost daily occurrences as the horses, unable to check their momentum, careened at breakneck speed around the hairpin curve.

THE BLINDING brilliance of icy snow on January 9th caused a motorman to let his crowded Chicago "El" train crash into another train during the rush hour, injuring more than 400 persons. There were about 600 persons aboard the two Loop-bound trains when they came together with an impact which telescoped much of the first train's rear car into a mass of tangled steel and broken glass.

Rescue workers, numbed by near-zero cold, used torches to free somm of the passengers. Other passengers made it out through shattered windows. Some of them stumbled off into the cold, showing up at hospitals later. Others were taken away on stretchers.

WHEN Pittsburgh's Port Authority of Allegheny County was formed a few years ago to take over the Pittsburgh Railways and the countys independent bus lines we thought we'd seen the last of transit mergers in the area. Now we learn that the Pennsylvania House Transportation Committee is holding public hearings on a proposal to *replace* the Port Authority with a regional transit authority operating in six counties (including Allegheny) and financed almost entirely by the state.

In some ways this plan matches the one by which the Southeastern Pennsylvania Transportation Authority (SEPTA) assumed control of transit in the Philadelphia area. According to news from our Pittsburgh correspondent, Jim Cerny, legislation to form the proposed six-county unit is now pending in the Legislature. It now appears to have much local support, particularly because the Port Authority now needs increased fares for the first time in four years because of the familiar soaring costs. The PA income now is only from the state, the county, and fares.

MICHIGAN TRANSIT MUSEUM plans to run former Chicago elevated cars on a line to be built in Addison Oaks, in Oakland County park not too far from Detroit, have been temporarily sidetracked. According to Richard Andrews of Westland, Mich., residents of the area fear that too many people from the inner city of Detroit will crowd the park if it is developed too much. The five Chicago elevated cars remain at the Michigan City, Ind., shops of the South Shore Line, where they are being renovated, with no ideas as to when the impasse on the park development will be resolved, the Museum is now looking for another site for its operation.

Meanwhile, plans to run trolleys along Washington Blvd. in Detroit are being pushed, and relocation of poles and wires is about to begin. Five closed cars from Portugal are on hand. Another, an open car, is being rebuilt in Pennsylvania. Possibly Detroit will see a mile-long downtown trolley operation by next year.

AN INDEPENDENT engineering firm commissioned to study transit plans for Pittsburgh's South Hills area has ruled out any use of the Smithfield Street bridge for light rail vehicles, saying it is not strong enough to sustain a major rapid transit system, reports Jim Cerny, Pittsburgh, Pa.

DeLeuw, Cather & Co. of Washington, D.C. has found that the $1.9 million authorized for rehabilitation of the bright would fail to bring it up to the necessary rapid transit standards for cars heavier than the PCCs now in use.

It was suggested that either a new bridge, now being planned, be built or that the Panhandle railroad bridge be used when and if it becomes available. The latter structure is now being used by trains which presumably will continue using it for the next 3 to 5 years. After that it will be available for rapid transit.

Canada and Overseas

CANADA'S second trolley museum line runs in Heritage Park, Calgary, Alta., we learn from Colin Hatcher, 5303 168th St., Edmonton, Alta., T6H 2Y6, Canada. He wrote the centennial history of Calgary's transit system, entitled *Stamped City Streetcars,* which our January issue reviewed.

In the summer of 1972 a horsecar line with a replica of Winnipeg horsecars was installed in the park along a track built on an abandoned part of the old streetcar route. Last May another half-mile route was opened for trolley operation with the restored Calgary Municipal car 14. This is straight track with one passing siding, which necessitated the car being double-ended instead of a single-ender like the original No. 14. A small carbarn stands at one end of the line. Operation is on week-ends in spring and fall, daily during July and August.

VISITORS to the 1976 Olympics this summer will ride in the utmost comfort and safety, thanks to the new cars being placed in service by the Montreal Urban Transit Commission. All interior wiring in the cars was designed to take advantage of a new insulating material, a fluoropolymer plastic resin developed by Allied Chemical Corp. and selected after exhaustive tests. Participating in the tests were representatives of the MUTC; Nawico Cable, manufacturer of some 10 million feet of wire for the cars, Bombardier Ltd., builders of the 427 cars; and Allied Chemical.

TRAFFIC jams blocked Madrid's streets early in January as a subway strike continued in defiance of government threats to draft the strikers into the army. The Spanish capital felt the impact of the strike for the first time as it went back to work after the long Christmas holiday. The wildcat walkout by 3800 employes affected some two million riders, or about two-thirds of Madrid's labor force.

A TOTAL of $13 billion is forecast to be spent in the near future on new or improved Urban/Metro/Tramway rail systems in eight Western European countries, according to *Metropolitan Rail Systems in Europe,* a Frost & Sullivan market analysis.

The 225-page study of urban industrial rail needs foresees the use of lighter materials in construction to reduce vehicle weight, and the design of one-man operational systems to cut labor cost. The metropolitan transit systems of Belgium, Denmark, France, Italy, Netherlands, Switzerland, United Kingdom and West Germany are examined in detail. The conclusion is that they will spend slightly over $3 billion for vehicles in this market, plus $2.2 billion for running gear, vehicle structure, and related transit equipment.

The conceptual use of automation in the countries studied differs from the BART and Washington Metro System in that the central computer assists in the regulation of an independent, viable, automated track/train system rather than exercising total control.

"*Metropolitan Rail System in Europe,* in a country-by-country breakdown, predicts the United Kingdom will be the leading buyer of urban transit vehicles, with West Germany and France following well behind. They represent the bulk of this market. The United Kingdom, with extensive rapid transit systems in London, Glasgow, and Liverpool, has plans for additional lines in Newcastle-on-Tyne and Manchester. Part of the West German Metro-rail activity will be upgrading tramway services to more sophisticated levels. In France, vehicular demand will be stimulated by the extension of existing suburban and Metro lines and building new Metro systems in Marseilles and Lyons.

New Transit Publications

Across New York by Trolley, by Frederick A. Kramer, 64 pages, 11x8½" , with soft cover and stapled binding, costs $3.95 from Quadrant Press, 19 W. 44th St., New York, N.Y. 10036. This is a pictorial review of Third Avenue Railway System trolleys in Manhattan, The Bronx, and Westchester County during the 1930-'50 era. Most views were taken by the late Frank Makowsky and show the older wooden cars and the types built in the '30's. There is a brief outline of the system's history and a generalized map. A 42nd Street scene in color adorns the front cover.

Quarter Century Traction Review, 32 pages, 8½x11", with soft cover, costs $2.50 from Electric Railway Historical Assn. of Southern California, P.O. Box 24315, Los Angeles 90024. Commemorating the 25th anniversary of the Southern California ERHA, it is a short account of the founding of this group and the trips it sponsored, together

with many views from the trips and other scenes of the Pacific Electric and Los Angeles Railway lines during their last years. It lists all officers of the organization during the period and all fantrips.

El Paso Electric Company Transportation Division: A Tentative History, by Henry J. Leinbach, Jr., 33 pages, 8x11″, with soft cover and stapled binding, published by Texas Division of ERA, Milam Bldg., San Antonio, Texas 78265. Price $4.50.

This is a brief account of El Paso's street railway from its beginnings as a horsecar line in 1882 to the present uncertain period. For the latter reason, the title uses the words "Tentative History." The fact that the line's PCC cars are not in service is due to the refusal of the adjoining city of Juarez to let them run on its streets. Whether the cars now in storage will ever again operate to Juarez or elsewhere is still unknown. With the route running across the Rio Grande to Juarez, this was one of the few international car lines in U.S. history. Along with photos are a map and a detailed roster.

London's Tramway Subway, a 27-page story of the Kingsway line that ran beneath London streets from 1902 until 1952, is reprinted from *The Modern Tramway* magazine. Besides the text are photos and a map. The subway ended ignominiously in 1964, when the right-of-way was opened for autos. A copy may be had for 30 pence from Publications Officer, LRTL, 13a, The Precinct, Broxbourne, Herts, England ZN10 7Hy.

Another recent Light Railway Transport reprint from *Modern Tramway* is an 11-page chronicle of the tramway lines at Bendigo and Ballarat in Victoria, Australia, and the creation of short museum-type rail operations in both cities after abandonment of the companies in 1972. Price is 20 pence from LRTL. We do not have price in U.S. currency.

Formation and History of the Connecticut Company and Connecticut Railway and Lighting Co. (Revised Edition), by R. Patrick Stanford, 130 pages, 8½x11″, with soft cover and stapled binding. Available for $8.50 from the author at 369 Eddy Glover Blvd., New Britain, Conn. 06053. This book covers Connecticut Co. operations, both rail and bus, from the beginning to the present. Included are an outline history and chronological listing of route changes, several route maps, a roster of trolleys and buses, and some photos.

READERS interested in trackless trolleys but not familiar with *Trolley Coach News* may get the 22-page Summer 1975 issue at a special price of $1, less than half of the regular cost because 4 pages are missing. The story of the last Calgary, Alta., trackless vehicles is one of the articles in that issue. Address Harry R. Porter, 1042 Bardstown Rd., Louisville, Ky. 40240 •

Two streetcars, Nos 1006 and 976, roll along a lovely street named Riviera di Chiaia, in Naples, Italy, on December 7, 1974.
Photograph by William T. Morgan

HOBBY CLUB

conducted by Sy Reich

ESPEE 4449 and the American Freedom Train could have run into real difficulty at Los Angeles in December but for the help of Southern Calif. Chapter of the Railway & Locomotive Historical Society. When the big 4-8-4 developed injector trouble the chapter loaned the train's operators a Nathan 4000 injector from ex-UP Big Boy 4014. The 4449 also needed a booster part and the club's ex-SP 5021 came to the rescue enabling the Daylight to carry on without further delay. The Big Boy, donated to the chapter in 1961, is part of their great steam locomotive collection at Los Angeles County Fairgrounds at Pomona.

Last month we said the chapter hoped to have 4-10-2 No. 5021, which had been located elsewhere, back at Pomona in time for the annual R&LHS meeting that the club is hosting, May 1-2. National society prexy Howard Greene dropped by our office the other day to say that Bill Fletcher, the chapter's chairman, has had the engine moved to their Pomona site for display with the other iron horses when the clan gathers for their outing.

A CHILLY evening is a good time for hot stove league chatter. Whether you discuss railfan doings, sports, or lied-about gal triumphs, it's a pleasant way to pass the time with friends. Such was an evening recently with some R&LHS, NRHS, RRE, and ERA pals. And the subject was a good one, taking better pictures. The arguments included sundry approaches for best results.

The size of your film is secondary to the size of image on it. Consider this before you decide to add another lens to your camera. Each person has his own thoughts as to the most important use for his equipment and what length lens to buy as your normal lens.

Most news photographers prefer a 35mm lens, even though it is considered to be a wide angle. The angle view is not that much wider than the standard 50mm lens and you can use it in most situations without taking in a lot of unnecessary area. It is usually easier to stand a little closer to your subject than to move back to get the whole scene in as you might have to do with a longer lens.

Beginners are often misled by salesman who call the 100mm a portrait lens simply because it lets you shoot a head and shoulders without moving up into the face of your subject. The same thing could be done with lenses from 85mm to 135mm, depending on how close or far from the subject you are standing. Remember that as the length of the lens increases the depth of field decreases. Many railfan photographers prefer a secondary lens even longer than the 125mm. But keep in mind that the size and weight also increases. Zoom lenses such as the 80mm-20mm, which house a number of elements, are a perfect expansion in weight and size.

Zoom lenses such as the Nikkor have produced extremely sharp pictures in all lengths, even at wide open aperatures. This is true whether they are yard scenes or train shots. The so-called normal lens, usually a 50mm or 55mm, is so designated because it is a good general purpose item for routine use. Many lenses of 1.4 and faster may not be as sharp as the slower F-2, except in extremely low light situations. In most cases, the average railfan shutter-bugger never has to open his lens to the maximum aperture. He can always quicken the speed of the film, if need be, rather than sacrifice sharpness and quality with a larger aperture. When you select that secondary lens, pick one that you'll use in more than one situation (need I mention that?) or one that offers you some versatility.

THE PENNSYLVANIA RAILROAD Technical & Historical Society has available the first two items in a series of special publications. No. 1, "The Painting of PRR Locomotives and Tenders," is a condensed version of official Pennsy painting instructions, with detailed editorial comments on the variations that were often seen on the real thing. It is particularly useful to modelers striving to recreate the PRR that many youngsters never saw, but should interest all Pennsy fans as well. It sells for $2.

No. 2, "Pennsylvania Railroad Class K2-K3 4-6-2 Locomotives," combines personal memories about these engines, written by men who watched and ran them, with a technical history of their development. A roster with construction numbers, photos, and division assignments for many different years round out the discussion of the engines themselves.

A valuable section is a detailed discussion of the types of tenders used on these engines, with diagrams to show shapes, capacities, and principal dimensions. Price is $2.50.—Gary C. Rauch, PRRT&HS, 515 Miranda Rd., Pittsburgh, Pa. 15241.

THE NEWSLETTER of Gary Pollock's Scotian Railroad Society, Halifax, Nova Scotia, said recently that the famous George Warden collection of Dominion Atlantic Ry. artifacts has been donated to Musquodoboit Ry. Museum at Musquodoboit Harbor, N.S. George was known to most railfans in Eastern Canada for having assembled probably the greatest collection of DAR material in existence. The DAR combination car 3252 that the road had donated to house the collection, together with George's artifacts, was given to the museum by his widow last November. It was quite a complex operation. The trip from Kentville, where the car was located, to Musquodoboit Harbor involved moving 3252 some 360 feet over temporary track to the DAR right-of-way. From there it went in DAR train 50 to Halifax, then from Halifax to Dartmouth in CN train 543, and from Dartmouth to Musquodoboit Harbor in a freight extra.

GOOD NEWS from the Southwest RR. Historical Society of Dallas. Ever since the last copy of *Iron Horses of the Sante Fe Trail* was sold over five years ago, an obvious and increasing demand has existed for an additional printing to supply disappointed rail enthusiasts who wanted a copy for their collection. The book is now available, or will soon be, depending on production conditions. There will be very little change in the second edition, just a few corrections and a slight alteration in the preface. At the request of the publisher, Johnston Printing Co. of Dallas, the Society will have exclusive distribution rights of the book for a period of time. It will be sold in the Society's Switchman's Corner and by mail. The price is $34.50 plus $1.50 for postage and handling if mailed to any North American address. Texas residents add $1.75 for state tax. Place orders with the Switchman's Corner, SRHS, c/o Roland Peterson, 7226 Wentwood Dr., Dallas, Texas 75225.

I'M WRITING in behalf of the Intermountain Chapter of NRHS for information on some small 0-4-4T locos which at one time operated on the New York El. Three of these locos were obtained around 1890 or 1891, second hand, for use on the Denver, Lakewood & Golden in Colorado. Anyone have a roster or record of these engines indicating the sale to DL&G? Were they Forneys? I also want data on builder numbers, drivers, cylinder sizes, tractive effort, etc. Does any record show that one of these elevated 0-4-4T's ended up on the little Yakatat & Southern in Alaska? If so, could she have been DL&G No. 2?—Daryl Ryder, 1022 9th St., Golden, Colo. 80401.

ALLAN VAUGHN reports that Mid-Rail 76 will be hosted by Kansas City—NRHS in the city of the same name later this year. You may remember that Iowa—NRHS put on a good show last year, so did Wisconsin—NRHS in 1974. As soon as dates are known I'll tell you.

Allan also passes on word from John Smith, Old Dominion—NRHS, regarding the recent "Eleanor and Franklin" TV Bicentennial special. Says John: "Southern Railway's circular on the Jan. 11-12 special inadvertently did not mention that the NRHS played a large part in the railroad scenes made at Keysville and Burkeville, Va. (renamed for the occasion Warm Springs, Eastport, and Chamblee). Specifically, the Old Dominion Chapter provided its 10-section-lounge car *Dinwiddie County* for the funeral scenes, and several members of Old Dominion spent nearly a week in Keysville and Burkeville helping behind the scenes with train operation. The *Dinwiddie County* was given a coat of Pullman Green paint for the movie. OD member Steve Tarrant spent many hours removing a double window frame from the lounge section so that the flag-draped casket could be maneuvered through in the funeral scene."

And let's not forget the haunting whistle and scenes of Tenn. Valley—NRHS's famed 4501 (renumbered 1406 for the film) hauling the train.

FOR PERSONS INTERESTED in sorting out the often-confusing history of the region's RPO's, a new organization was founded in 1974, says Irving Ewen in Pacific Northwest—NRHS newsletter *Trainmaster.* The Northwest Railway Post Office Study Group was formed to assist enthusiasts researching the former Railway Mail Service's 13th Div. (Oregon, Wash., Idaho, Mont., and Alaska.) While this hobby appeals most to postal fans, anyone may contact the NW RPO Study group for membership info. Query chairman Gilbert Hilin, 4891 Donald St., Eugene, Ore. 97405.

FLASHES AND ASHES, newsletter of the New York Chapter of NRHS, reports that as part of the Bicentennial celebration, Paterson, N.J., the onetime home of four steam loco builders, and the non-profit Great Falls Development Corp., hope to get the loan of a steam engine built by one of the Paterson firms. The early builders were Rogers, Danforth-Cooke, Grant, and Swinburne.

The city also is hoping to set up permanent railroad museum and exhibit. Many feelers are out for the right locomotive. Anyone knowing of one, or photos, or other info about locomotive building in Paterson and Great Falls area should contact Jack R. Stovis, Division of Panning and Zoning, City Hall, Paterson, N.J. 07505.

(Ed. note: The late Walter A. Lucas, railroad historian, had an illustrated feature on the locomotives built at Paterson, entitled "City of Iron Horses," in the June '33 issue of *Railroad Magazine.* Anyone wanting a Xeroxed copy of that 9-page article, postpaid, should send us ten 13¢ U.S. stamps.)

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

THE STORY OF THE CALIFORNIA ZEPHYR, *by Karl R. Zimmermann, 104 pages, 8x11", hardbound, photos, car rosters, diagrams, brochures, menus, Delford Press, $10.95. (Available from Railroad Magazine Book Service.)*

The *CZ* was one of my favorite trains. I'm glad Karl Zimmerman wrote this book; they complement each other. While I rode the *CZ* in its dowager years, last time in '69 to the NRHS convention in Denver, some of the earlier aura of this prima class "window on the West" luxury train from Chicago to Oakland was still there, if less apparent than a decade previous. The silver cars were still comfortable, whether you were awake or asleep, but showed signs of neglect; unwashed and air-conditioning breakdown. The diners still served good meals, with the ever-present vased Colorado carnations, and the crew was courteous.

You who rode the domes west of Denver through the Rockies, across the flatlands of Utah and Nevada into Feather River Canyon, know it was an unforgettable trip. Even so I wished I could have taken such trips on the California Zephyr in the 1950s. Zimmermann's text and good photos, as well as the fine camera work of Roger P. Cook, tell it as it was when the splendid silver cars rolled along the CB&Q, D&RGW, and WP. The end which came in March '70 was a tragedy for its loyal followers. Probably a bigger hardship was the falling off of revenues, instigated by sundry factors that brought about the discontinuance. The D&RGW still runs some of the original equipment on its *Rio Grande Zephyr* between Denver and Salt Lake City. But climb aboard soon! It's later than you think. This is a second printing.

A HISTORY OF THE RAILROAD HAND CAR *(reprint), by John H. White, Jr., 80 pages, 5½x8½", softbound, photos, diagrams, old ads, Smithsonian Institution, $1.35. (Available from Railroad Magazine Book Service.)*

Jack White, editor of Railway & Locomotive Historical Society's *Railroad History* and the Transportation Curator at Smithsonian Institution, needs no introduction as a rail historian. In this reprint from *RH* No. 127, Oct. '72, he gives a full account of the humble, but interesting, hand car. Since railways began, this car has been essential to operation. It is said to be the oldest railroad vehicle of any type. If you remember the oldtime hand cars, you'll want to read the booklet.

THE RAILROAD SAGA OF JEFF KEENAN, *by C.J. ("Jeff") Keenan, 152 pages, 8½x11¼", hard cover, postmark cacheted covers, Binford & Mort, $12.50. (Available from Railroad Magazine Book Service.)*

This book's front cover, showing SP 4449 hooked onto one of the *American Freedom Train* cars, is a sort of monument to the author's rail personality. For it was Jeff, then president of the

Pacific Northwest Chapter of NRHS, and Ormond Bean, then City Commissioner of Portland, Ore., who were the prime movers in securing the Daylight type engine from the Southern Pacific for the City of Portland for exhibition in the city's Oaks Park. They also helped to get UP 3203 and SP&S 700, but the 4449 is better known to railfans.

From trainboy to engineer, Jeff's life spanned the history of some great railroads and reached its climax with the Daylight acquisition and his establishment of the National Railroad Hall of Fame and Museum. The book is well illustrated with rare, historic pix,

WALTHERS 1976 HO RAILROAD CATALOG, *256 pages, 8¼x11'', softbound, photos, craft train reference manual, Wm. J. Walthers, $4.50. (Available from Railroad Magazine Book Service.)*

Periodicals and Journals

SHORELINER, edited by Gordon Q. Cochrane, Jr. for the New Haven Railroad Technical Information Assn., Inc., 312 Scott St., P.O. Box 1803, Montgomery, Ala. 36103. Subscriptions per year in U S. and Canada, $5.50. Foreign, $2 extra. First year subscription option for additional $5 all previously issued Data-Pak supplied each new subscriber. These Shorelin-ers should interest New England railfans in general and New Haven R.R. devotees in particular. A lot of good material. For the juicefan, the Fall '75 issue is all about the Golden Anniversary of Electrification, featuring the pioneer electric Nantasket Beach branch with timetables, a car diagram and pix. Collections of Leroy O. King, Norton D. Clark, and Gordon Q. Cochrane add to this tip of the lid to the 50th observance.

NICKEL PLATE ROAD MAGAZINE, Winter '75, managing editor John T. Slater, for Nickel Plate Historical & Technical Society, P.O. Box 6212, Ft. Wayne, Ind. 46806. In answer to a Society questionnaire, "What is your favorite Nickel Plate subject?", over 50% named the Berkshire type engine. This issue has many good pix of various 2-8-4s. Eric Hirsimaki has eight interesting pages of NKP diesel photos. Ahead, this year, are scheduled pieces on Wheeling "water buffalos," lightweight passenger cars, NW-2 switchers, history of Brewster facilities, and other fine articles.

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

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CANADIAN NATIONAL ELECTRIC LINES, edited by T.G.J. Gascoigne for Canadian National Elec. Lines Historical Group, Box 656, Oshawa, Ont., Canada LIH 7L9. Good coverage of CN juice and Oshawa Ry., among others.

PC RAILROADER, edited by Robert H. Reid, Box 135, East McKeesport, Pa. 15035, about 45 pages, 8½x11'', photo-offset, pix, maps, diagrams, text. Sixtimes a year, $9. Single copy, $1.50. A non-profit publication for railfans, model railroaders, and retired and active employees of Penn Central. Not affiliated with PC itself. Readers contribute all material.

HEADLIGHTS, edited by Fred W. Schneider III and Howard White, P.O. Box 68, Lancaster, Pa. 17604; published by Electric Railroaders Assn., 145 Greenwich St., New York, N.Y. 10006; $7 per year for members; nonmembers, $8 Industry subscriptions, $18 for three copies each month, additional monthly issues $4. Only public agencies and firms in the transportation field are eligible for industry subscriptions. ERA is a dedicated group with an attractive slick magazine.

B&M BULLETIN, Fall '75, is edited by R. Richard Conard for the Boston & Maine Historical Society, Inc., P.O. Box 302, Reading, Mass. 01867. This is Conard's first *Bulletin* as publications editor, and it's intriguing. Especially H. Bentley Crouch's "The Canaan Affairs" and "The Great Salem Tunnel Relocation Project," by Richard W. Symmes and Russell F. Munroe, Jr., and Jack Armstrong's "The Western Gateway." Post-1911 B&M steam roster, part IX, by Lester S. Twombly and Robert E. Chaffin, will interest the historian. Among the photos I find especially nostalgic is Pacific 3669 pulling across the Rutland at Bellows Falls, Vt., on the head end of the Dartmouth in Aug. '48, with the old ball signal riding on high.

THE WESTERN RAILROADER AND THE WESTERN RAILFAN, Francis A. Guido, editor-publisher, 235 E. Third Ave., San Mateo, Calif. 94401, twelve issues per year, $2. Frank Guido is one of our *Interesting Railfans* and a valued member of R&LHS. He never fails to put out lively articles, short items, and sharp pix for Pacific Coast railfans. A good recent article was Charles S. McCaleb's "The Santa Cruz Railroad, Santa Cruz-Watsonville, 1874-1881." •

THE SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120, 160, 116, 616, for large oblong negatives; details free.

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BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

BUYING NEGATIVES or slides? Tired of continually sending for lists! Rail Film Monthly has new listings of negatives and original slides in each bi-monthly issue. If you'd like to sell these, send SSE describing what have. For sample copy send 75¢, or $4.20 for 6-issue subscription, to RFM, Box 4676, San Francisco, Calif. 94103.

FOR SALE 110 different railroad emblem watch fobs, $2.50 each. Tie tacs, key chains, tie clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

STILL CAN HANDLE slide or photo orders; but, after 22 years, business is for sale in entirety, or will break up. Complete catalog of 325 sheets of railroads, trolleys, ferries, auto, etc., $15. Price and inventory of specific group or company, $5. Small order (specify road), $1.—35 Slides Co., Box 6098, Dept. RR, Colorado Springs, Colo. 80934.

OLD STATE and railroad maps: 70 to 110 years old; all states; some old county maps. Send SSE; specify which state—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

COLOR DIESEL SLIDES. Thousands to choose from, representing hundreds of major RR's, shortlines, industries. Constantly expanding inventory from across North America. For current catalog and sample send $1 to Porreca, Box 22, Boulder, Colo. 80302.

TIMETABLES: BUY, SELL, or trade. Send your want or sale list. Collecting Amtrak? Compendium of all Amtrak timetables, 50¢.—Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

SEND LARGE SSE for list of 100 railroad lanterns. Also switch keys, locks, signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

THEATER PIPE ORGAN and railroad whistling LP's wanted. Also railroad movies.—Alden Miller, 3212 34th Avenue South, Minneapolis, Minn. 55406.

WANTED: Original paintings, renderings, drawings, etc., of streamlined trains, especially Loewy, Kuhler, and Dreyfuss designs. Send complete information, including price, size, condition, and photo, if possible, to Edward Swain, P.O. Box 203, Flourtown, Pa. 19031.

AUTHENTIC, ANTIQUE, Railroad watches going back to days of crack steam trains. Fine 24-, 23-, 21-jewelled collector items. Send two dimes plus SSE for long list.—Sidney Schimmel, 818-B N. Croft Ave., Los Angeles, Calif. 90069.

ANN ARBOR, Big Four, Illinois Central, Union Pacific, Western Pacific, Southwest Missouri, Pike's Peak, Santa Fe, Lehigh Valley, and Central Vermont uniform buttons, 60¢ each.—J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

"THE GREAT TRANS-SIBERIAN RAILROAD," just published, a unique book with a vivid description of the technical details, firsthand reports, and travel manual. Available in paperback from Trans-Siberian Ltd., 315 Sutter St., San Francisco, Calif. 94108, $3.20 postpaid.

GAF COLOR SLIDES, U.S., foreign, travel, historic, Disney wildlife, space travel, moon landing. Catalog 25¢—Worldwide Slides - R2, 7427 Washburn Ave. So., Minneapolis, Minn. 55423.

PHOTOGRAPHS: Steam and Diesel. We make our in-stock negatives available for your printing. Send SSE for information on our "Royalty Program" and schedule of listings.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: AMTRAK timetables and other railroadiana, menus, playing cards, pre-Amtrak timetables, etc. Send large SSE for list. Will buy public timetables.—Michael Rolcik, 443 Tipton Court, Cincinnati, Ohio 45231.

OLD POSTCARD SCENIC trolley color slides, 1600 items, including duplicates, $1300. Or 400 railroad, $350. Lists of trolleys, $2; railroads, $1.—35-Slides Co., Box 6098-RR, Colorado Springs, Colo. 80934.

TEN BICENTENNIAL DIESEL SLIDES, $2.50. Catalog of slide sets and prints with sample, 50¢.—Midwest Photo, Box 965, Keokuk, Iowa 52632.

PHOTOGRAPHS: Steam and Diesel. We still have a few in stock, photos left from our recent purchase of the entire stock of Rail Photo Service. No list; state wants. Sent on approval; you pay postage both ways.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: TIMETABLES, rulebooks, train orders, tickets, wax sealers, tie nails, passenger-car floor plans, menus, pencils, playing cards, buttons, Pullman sleeping car diagrams. List for large SSE.—Northland, Box 9102, Madison, Wis. 53715.

HISTORICAL B&O PRIVATE CAR: Royal Blue, furnished, B&O china, glassware, tablecloths, head-rests, shower, Pullman towels, blankets, sleeps 11 persons, fireplace, paneled, $39,000 asked, Miami. Non-Amtrak. Photos, diagram, history, $3.—M. Doudna, Box 370474, Miami, Fla. 33137.

PHOTOGRAPHS: INTERURBAN, streetcars, trackless trolleys, and buses. All parts of USA and Canada. No list; state wants. In groups of 100 or more: size 616, 60¢ each; size 122, $1 each; 4x6, $1.10 each; enlargements up to $6 each. Sent on approval. You pay post-

age both ways.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

ATTENTION MODEL R.R. OWNERS: Issue stock in your railroad to family and friends. Send $1 and SSE for information—Rickila, Dept. R, P.O. Box 153, Merrick,N.Y. 11566.

ORIGINAL SIZE 116-616 steam negatives for sale, shortline and industrial railroads. Some items 35 years old. Over 100 different roads available. Also Cass, S&A, SOU 722, etc. List 25¢.—Tom Lawson, Box 5343, Birmingham, Ala. 35207.

ORIGINAL NEGATIVES: B&A, B&M, Maine Central, NYC, Pennsy, Long Island, CNJ, Reading, LV, many others from the files of Mr. Pontin's Rail Photo Service. No lists; state wants. Sent on approval. You pay registered mail postage both ways.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

AUCTION OF LANTERN collection, mostly 5⅜. SSE for list—Howard L. Turk, 58 Lake Ave., Lancaster, N.Y. 14086.

JONATHAN NELSON, History Dept., Gainesville, Fla. 32611, will buy or trade for anything FEC or Florida. Will sell or trade any RR menus.

PHILLIPS CODE BOOK, Bicentennial edition: 80-page press-printed, plastic-bound revision of 1925 book with additions, $5.50 postpaid.—BPG, Box 152, Orland Park, Ill. 60462.

BOOKS, 20% DISCOUNT: "Rio Grande Pictorial," $18; "Diesel Years," $11.20; "Erie Lackawanna Story," $24; Pennsy Power, $17.60; 425 more. SSE for list—E. Berle, Box 212, Southampton, Pa. 18966.

SEND LARGE SSE for large list railroadiana, including timetables, magazines, books, booklets, brochures, rule books, passes, misc.—Frank Kingsley, Box 195, Pittsford, Vt. 05763.

ORIGINAL NEGATIVES: CNW, CBQ, NP, GN, Milwaukee, Rock Island, KCS, T&P, UP, CGW, M&StL, C&EI, MoP, StLSW, FRISCO, and others from the files of Mr. Pontin's Rail Photo Service. No lists; state wants. Sent on approval; you pay registered mail postage both ways.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

SWITCH KEYS: Selling large collection, many roads. Selling other hardware items; locks, oilers, lanterns. List for large SSE.—Gene Price, Box 278, Erwin, Tenn. 37650.

WANTED: $75 each, PRR calendars, 1925-28; good condition. Need not be complete except for border and title.—J.H. Tarnopol, Box 405, Doylestown, Pa. 18901.

LOTS OF OLD TRAIN BOOKS, magazines, official guides, CERA Bulletins, streetcar books, etc.—Wright, Box 753, Hagerstown, Md. 21740.

ORIGINAL NEGATIVES: SP, WP, ATSF, DRGW, SDAE from the files of Mr. Pontin's Rail Photo Service. No lists, state wants. Sent on approval, you pay registered mail both ways.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

SALE: COLLECTION of over 300 items. Large selection of British and African railways. Also many employee and public timetables; streetcar and locomotive black-and-white negatives of USA companies. Send SSE for list (reprint of previous list).—Advertiser, Box 566, Soquel, Calif. 95073.

FOR SALE: Two steel cabooses, two stainless-steel passenger cars, good condition.—R.G. Spaugh, P.O. Box 732, Elkhart, Ind. 46514. Phone: (219) 523-0750.

ENGLISHMAN SEEKS business partnership to establish miniature steam railway in any popular tourist area. Send replies to B. Nicholson, "Blackacres," Nab Hill Ave., Leek, Staffordshire, England.

RAILWAY EXPRESS CAR-CARD: Old red diamond emblem, $2; waybill, $1; metal car seal, $2. Now gone forever!—Hook, 307 Edgewood Ave., Clearwater, Fla. 33515.

RAILROAD STOCK CERTIFICATES: For sale and wanted in any quantity. Beautiful old certificate and catalog, $2. Ken Prag, Box 431R, Hawthorne, Calif. 90250.

CANADA NEGATIVES: CP, CN, GT, GTW, DWP, others from the files of Mr. Pontin's Rail Photo Service. Sent on approval; you pay postage both ways. No lists, state wants.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

"LACKAWANNA RAILROAD, A Pictorial Review," Volume 2, plastic-bound, soft-cover book of very rare postcard views, employees timetable No. 2, December 17, 1899, Syracuse, Binghamton & New York RR, timetable No. 26, Nov. 16, 1863. Mailed book rate immediately, only $5 copy—Ed Gardner, 22 Garden Avenue, Mountaintop, Pa. 18707.

ORIGINAL NEGATIVES: Southern, SAL, FEC, L&N, NC&StL, CCO, GMO, IC, N&W, Virginian NS, CofGA, Georgia, A&WP, ABC, many others from the files of Mr. Pontin's Rail Photo Service. No lists, state wants. Sent on approval; you pay registered mail postage both ways.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: Bound volumes of European periodicals, in publishers' and fine domestic bindings. All 65 Years of *The Locomotive* $250; *Diesel Railway Traction:* 1936-1939, 1950-1961 $100; *Overseas Railways* 1934-1939, 1948-1961 $50; *Chemin de Fer:* 1937-1939, 1948-1961, all inclusive $150. Many other foreign books. List for SSE—Yaeger, 701 North Main, Winston-Salem, N.C. 27101.

HAVE PULLMAN BLANKETS 100% wool, 56x84", marked "Pullman," very good shape, $20; heavy Irish linen tablecloths 45x60", new, never unfolded, "Santa Fe" woven across center, leaf-design border, $30; plus $2 postage.—Nalley, Box 262, Bradley, Ill. 60915.

COLOR SLIDES NEEDED from your area for traction and diesel from mine, need trolleys and Freedom Trains, Bicentennial anything!—Bill Myers, 25-76 41st St., Astoria, N.Y. 11103.

$5 PAID FOR B&W photo, side view, 3"x5", standard-gauge steam locomotives under 40 tons that are for sale. Location, owner, telephone. 1st photo paid, dups.; receive address 1st submission. No agents—2421 Ramsey, Springfield, Mo. 65803.

RAILROAD TIMETABLES, BROCHURES, magazines, hardware, etc., for sale. Write for free large price list.—Jim Weston, 101 Prairie, Wilmette, Illinois 60091.

TWO-FOOT-GAUGE plans, photos, info. Buy, sell, trade for same to use in upcoming books. Contact Bill Jensen, RR 1, Box 211A, Coon Valley, Wisc., 54623.

WANTED: RAILROAD LANTERNS, locks, keys marked, L&HR, L&NE, NYO&W, NYS&W—Joseph Reiner, RD 1, Box 434, Chester, N.Y. 10918.

DINING-CAR CHINA dishes, several railroads, California Zephyr memorabilia. Send SSE for list.—James McClellan, 1752 S. Wichita, Wichita, Kansas 67213.

CANADIAN SLIDES for sale: Some U.S. and Mexican Kodak originals, list 50¢—Ken Annett, 575 University W. No. 402, Windsor, Ont., Canada.

TELEGRAPH Equipment Collectors: Want an authentic operating telegraph display? The Vaughan Automatic Telegrapher will let your sounder operate from your cassette player. Includes 60 minutes of recorded train orders and messages. $16.99 postpaid or send SSE for details.—Vaughan Specialty Co., 705 N. 8th St., Mt. Vernon, Ia. 52314.

"QUEEN & CRESCENT Route," very nice plastic-bound soft-cover book of scarce public timetables, station pictures, advertisements, "Along the Way" commentary. You'll enjoy this or your money refunded. Sent by book mail, postpaid, only $5 copy from Ed Gardner, 22 Garden Ave., MountainTop, Pa. 18707.

FOR SALE: Railroad trading, cards, match covers and timetables. Write for complete list. Send a stamp, please.—Sports Collectors Den, 1302 Springfield Ave., Irvington, N.J. 07111.

CNW, CStPM&O ERECTING drawings, parts drawings of steam locos from original inked linens, also Omaha cars from 1890. List $2—Carl Ulrich, 1341 Redwood Lane, Libertyville, Ill. 60048.

NEW YORK STATE Railways. Roster Rochester lines, 1914-'56. Subway, 5 maps, 330 pages, 530 illustrations. Five electrics in brief. Volume 2, $8, 1862-1914. Volume 1, 280 pages, 750 illustrations, $7.50.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

RARE SANDY RIVER 24" N gage 25-lb. rail paperweight. Limited edition, collectors' item, recently uncovered, beautifully inscribed, bottom felt covered. 3" long. Fraction over 2 lbs. Send $15 check or m.o. to Webson, P.O. Box 118W, Winslow, Maine 04902.

CA&E FANS: 1954 brochure promoting freight service, 12 pages, 6x9", $1.30; trustees' "No Trespassing" sign, 7x12", 75¢; 18-page agreement between CRT and CA&E dated 1925, $1.25.—Stein, P.O. Box 1215, Chicago, Ill. 60690.

WANTED: LANTERN GLOBE, colored, cast (PRR) 5⅜" high, Quote price. Send list of any embossed globes.—Leo Bauer, 265 Shore Road, Ocean View, N.J. 08230. •

Coming Events

(No charge for listing in this section)

April 2-4: 2nd annual model rr. benefit NRHS-GTW 4070, Steam Tours, Rdg. 2102. April 2 dinner and film festival info from Dick Sherwood, 1686 Parkwood, Lakewood, Ohio 44107. April 3-4 large flea market, operating modular and trolley layouts, displays, clinics, movies. Sat., 10 a.m.-6 p.m., Sun. 10 a.m.-5 p.m., $1. All 3 days at Hospitality Motor Inn-South I-77 and Rockside Rd., Cleveland (Independence), Ohio. Latter two days details from Jeffrey Brashares, 3803 Brenden Lane, North Olmsted, Ohio 44070.

April 3: Spring Trolleymen's Meet, sponsored by Fort Taber Historical Assn. Trolley buffs, traction modelers, dealers invited. Operating trolley layouts, model displays, contest, auction, trolleyana; movies, slides of Union St. Ry. operation in YMCA, Spring and Pleasant Sts., New Bedford, Mass. Write Trolley Show Committee, FTHA, P.O. Box M-101, Ft. Rodman, Mass. 02744.

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April 3-4: Spring excur. on Black River & Western, Flemington to Lambertville, behind 2-8-0 No. 60. Leave Flemington, 10 a.m., return 4 p.m. Open-window coaches included. Adults $7.95, kids under 12, $5.95. Black River Volunteers Assn., P.O. Box 200, Ringoes, N.J. 08551. (SSE)

April 10: New Haven RR. Technical Info. Assn. 14th annual reunion at Northeastern U., Boston, Mass. Contact Hollis Baird, 221 Wilson Ave., Wollaston, Mass. 02170.

April 10: 3rd annual Forest City Ry. Society's print and slide trade day; buy, sell, swap; 1-5 p.m., admission $1. Middlesex County Bldg., London, Ont. Details from W.R. Thomson, 371 Ridout St. S., London, Ont., Canada N6C 3Z8.

April 23-May 9: Bicentennial Vignettes. Round trip by rail from L.A. to East Coast, visiting historical points in Virginia, and Pa. Dutch Country by special bus. $50 deposit required. Details from Pacific RR. Society, P.O. Box 2274, Mission Viejo, Calif. 92675.

April 23-25: Yosemite Valley Sojourn. Amtrak to and from Merced, Calif. Shay loco on 4-mile trip. Two nights Yosemite Lodge. May 14-16: Super Skunk train-Northern Calif.-Trinity Alps. Majestic scenery. May 22-23: Sacramento River boat excursion. Return from overnight stay through locks, viewing historic levee towns. Contact James Weinberger, tour director, Pacific Coast Chapter, R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

April 25: Special Bicentennial trolley car trip on SEPTA-Red Arrow Div. with 80-series car covering Media and Sharon Hill lines, Philadelphia. Lv. 69th St. Terminal, 1 p.m., return about 5 p.m.; photo stops. Reservations needed. Adults $6, kids $3. Write Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

May 1-2: annual R&LHS meeting hosted by Southern Calif. Chapter in L.A. area. Visits to Chapter's famed steam loco collection in Pomona; special sugar railroad loco operation. Speakers, special luncheon, board of directors meeting at Anaheim, near Disneyland. Contact Wm. B. Fletcher, 7515 Yankey St., Downey, Calif.

May 1-2: Annual Rail Road Buffs Assn. convention, Philadelphia. SEPTA, Red Arrow trips, banquet, speaker. Details from Robt. Epstein, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

May 1-2: 3rd annual Steamtown Foundation railfans' week-end celebrating 15th year of steam operation; additional equipment to run; photo stops, run-bys. Write Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101.

May 1-2: annual Tri-State Chapter, NRHS, railroad antiques and model rr. sale and show, 10 a.m.-4 p.m., Dover Sr. High School, just off Rte. 15, Dover, N.J. Over 50 door prizes, refreshments available. Adults $1, kids 50¢. Info from Tom Nemeth, NRHS, 210 Perrine Ave., Piscataway, N.J. 08854.

May 1: Dayton, Ohio, trolley bus fantrip using RTA's seasonally decorated trolleys; lv. Western Ave. barns, 10 a.m., return 5 p.m. $7. Barn's open 8-10 a.m. for pix. SSE to Dayton-Miami Valley Chap. NRHS, 727 McCleary Ave., Dayton, Ohio 45406.

May 1-22: South African Safari; 3-week tour sponsored by Central Coast Chapter, NRHS; 3000 miles by rail, incl. Blue Train, all main steam centers. Air, train, hotels, most meals, approx. $1725 from New York, $1895 from San Francisco. Details for large SSE: Steam Safari, Central Coast Chapter, NRHS, P. O. Box 8407, San Jose, Calif. 95155.

May 8: tripleheader steam operation on Pine Creek R.R., Allaire, N.J., with Bicentennial fete.

May 16: Suffolk County Model RR. Engrs. allgage meet, 10 a.m.-4 p.m., K. of C. Hall, Hawthorne Ave., East Islip, N.Y. Buying, selling, trading model trains, other railroadiana. Adult registration at door $2, kids under 12 free; 8 ft. tables available at $5 each. Write Ed Jablonsky, 25 Race Place, Oakdale, N.Y. 11769.

May 15: 8th annual PRR Technical & Historical Society meeting, 1 p.m., Sheraton Motor Inn, Altoona, Pa.

May 29-30: Special one-time only, two-day excur. on Green Bay & Western. First day, Winona, Minn., to Merrillan, Wisc., 132 miles. Adults $20, kids $12.50. Second day, Winona to Wisconsin Rapids, Wisc., $32.50. Two-day special discount, $42.50. All fares $5 additional after May 20. Details from trip director, Northstar Chap., NRHS, P.O. Box116478, St. Paul, Minn. 55116.

May 29-31: Denver to Salt Lake City via D&RGW Rio Grande Zephyr; return Denver over UP and Amtrak's San Francisco Zephyr, Mormon Choir broadcast, tour of Bingham Canyon Copper Mine. Bus to Ogden. Contact Colorado Midland Chapter, NRHS, P.O. Box 824, Colorado Springs, Colo.•

Pen Pals Wanted

(No charge for listing in this section.)

Eugenia I. Cabigon (age 27), c/o Bernardo I. Cabigon, N. Escanio St., Bo, Camputhaw, Cebu City, Philippines, unmarried, pretty.

David Cohen (age 31), No. 213, 180 6th Street, New Westminster, B.C., Canada, V3L 229, interested in city transit.

Hans R. Sjoboen, retired operating engineer, 221 S. Garfield St., Tacoma, Wash. 98444, will correspond with former members of Lone Scouts of America.

Juliet Ermac, (age 18), 68 Villagonzalo St. 1, Cebu City, 4601, Philippines, unmarried.

Robert W. Good (age 30, 53 Embassy Ave., Manchester, N.H. 03104, single, interested in railroads and railroad men's daughters.

Daniel N. Curts (age 16), 200 E. Pine St., Somonauk, Ill. 60552, interested in CB&Q, BN, model railroading, correspond with either sex.

Eugene Kierski (age 24), Box 87, LaSalle, Ill. 61301, postcards, stamps, wants to hear especially from Canadians.

Rosita Cabarrubias (age 25), 64 Punta Princera, Cebu City, Philippines.

Howard D. Goodwin, 10 Monument Neck Rd., Buzzards Bay, Mass. 02532, will write to females, 25 to 40, interested in rr. photography.

Mlle. Christene Perera (age 16), 2 Rue du Luxembourg, Planoise, 25000 Besaneon, France, daughter of SNCH train controller, will correspond with daughters of railroad men.

Karen M. Schultz (age 34), 449 21st St. No. 6, Ogden, Utah 84401, wants to correspond with deaf persons interested in trains.

Lily Lada (age 22), 136 N. Jakosaasen St., Cebu City, 6401, Philippines, single, pretty, Catholic, strums guitar.

Paul Ismail (age 15), 246 West End Ave., New York, N.Y., interested in prototype and model trains, wants to hear from railfanettes.

Robert Wilson, 73 Station St., West Ryden, N.S.W., Australia 2114, wants U.S. steam loco performance records; will swap notes on steam testing in his country.

Susanna Lucke (age 16), 93-1 Villagonzalo St., Cebu City, Philippines.

Bill Hedrich (age 52), 399 St. Andrew St. West, Fergus, Ont., Canada, wants female pen pals interested in model railroading, trains, hiking, or good music. Says he answers all mail.

Carolina J. Ermac (age 33), 68 Villagonzalo 1, Cebu City, 6401, Philippines, single, interested in reading comics, dancing. •

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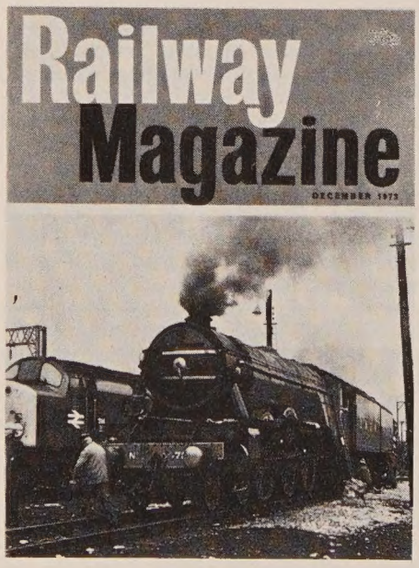

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